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Woodward, Wight & Co., Ltd., New Orleans



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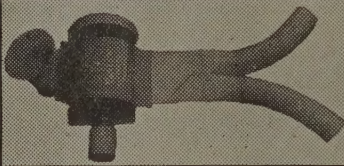
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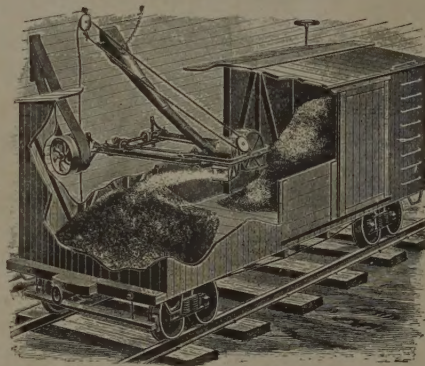
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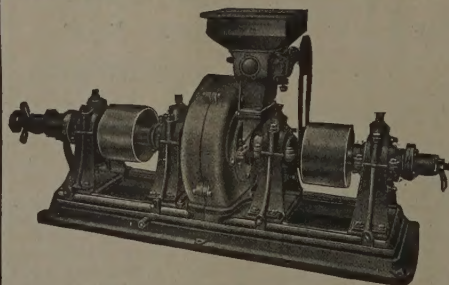
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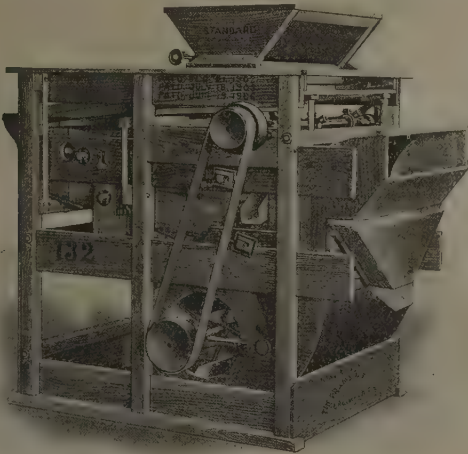
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255 La Salle St., Chicago, Ill.



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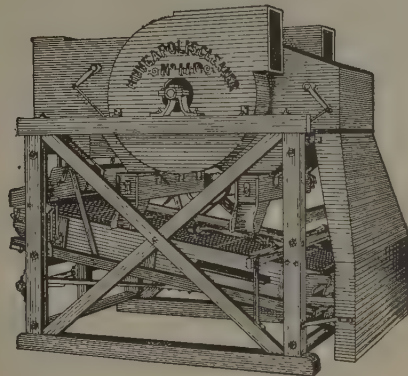


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Grain or Flax

**2 MACHINES IN 1**



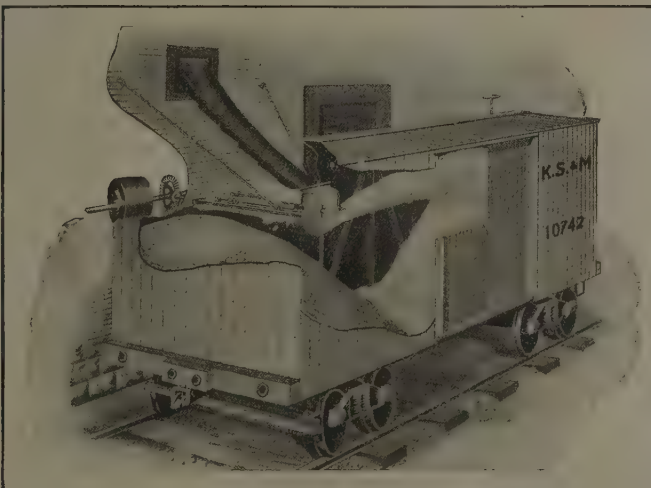
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EVERYTHING FOR YOUR ELEVATOR



## POWER FOR GRAIN ELEVATORS.

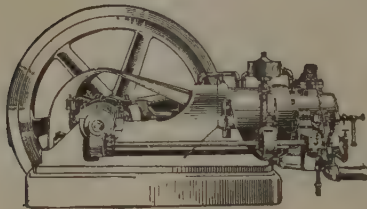
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Makes the Best Non-Freezing Water Jacket Solution  
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Freezing point 54° below zero Fahr. Cheaper and better than oil and all other circulating fluids. The best solution for Fire Buckets.

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$\frac{3}{4}$  inch shells where others use  $\frac{1}{2}$  inch, every elbow cross or tee fitted with cleaning holes, double closing changing hopper, special shaking grates that remove clinker troubles.

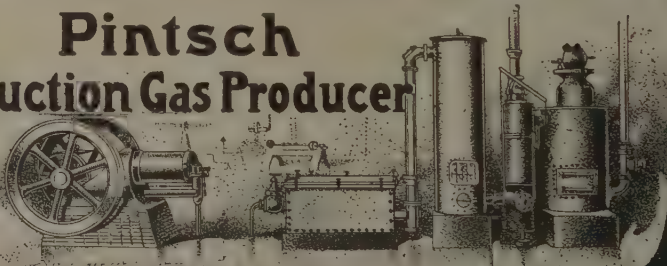
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## Pintsch Suction Gas Producer



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tells you what to do and how to do it when your engine gets out of order. It also tells all about the care and operation of a gas or gasoline engine.

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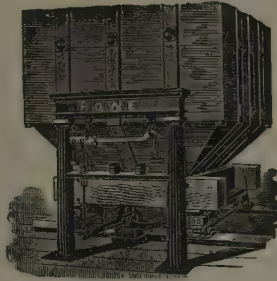
is invaluable to the country grain man in keeping record of his sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10 $\frac{1}{2}$  x 16 $\frac{1}{2}$  inches, used double. The left-hand pages are ruled for information regarding SALES and SHIPMENTS; the right-hand pages for RETURNS. Under SALES the column headings are Date, Amount Sold, Price, Grain, Terms. Under SHIPMENTS are Date, Car No. and Initial, Our Weights, In Bushels, Grade, Route, Rate. Under RETURNS are Destination Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

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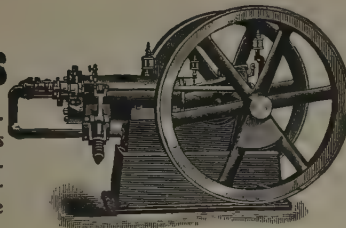


insure correct weights and a reliable and dependable power.

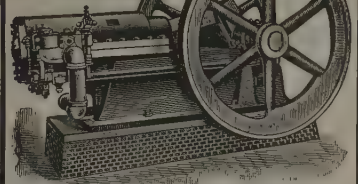
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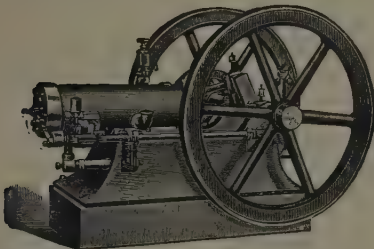


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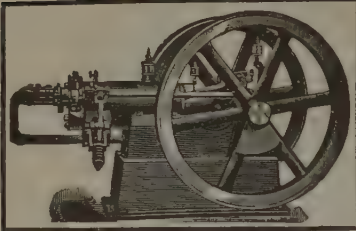
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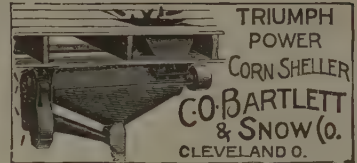
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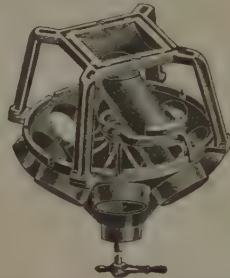
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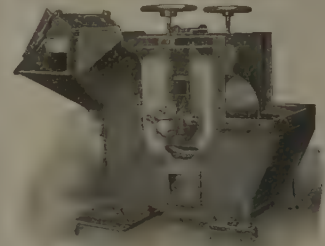
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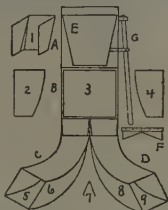
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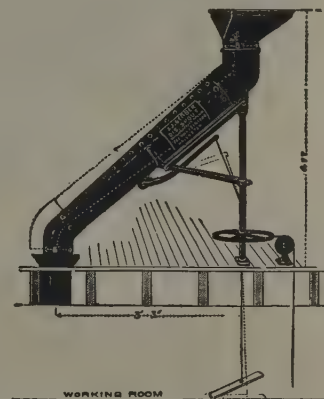
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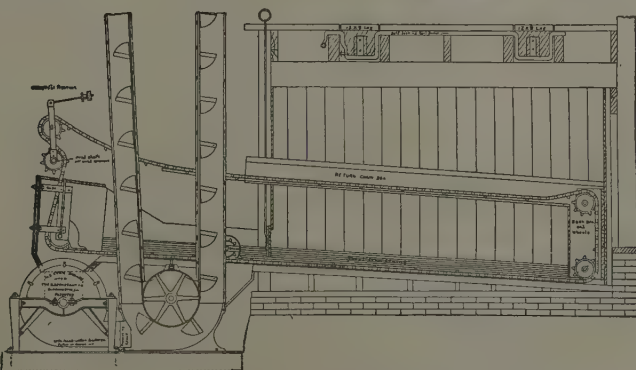
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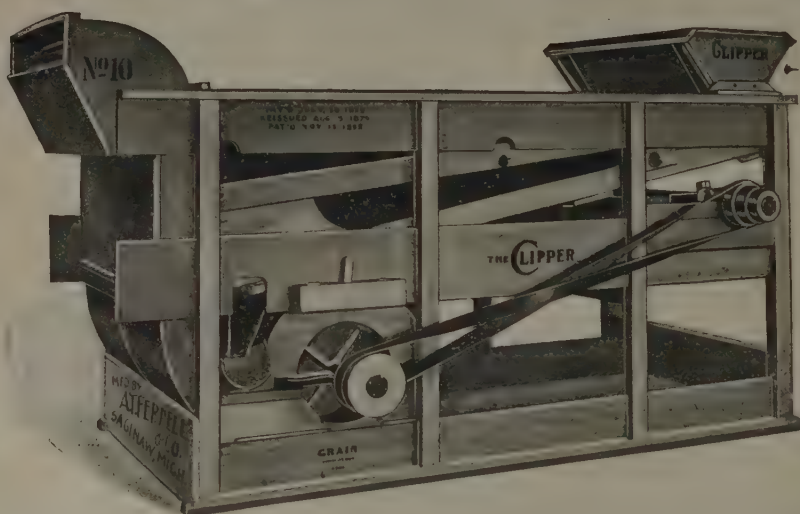
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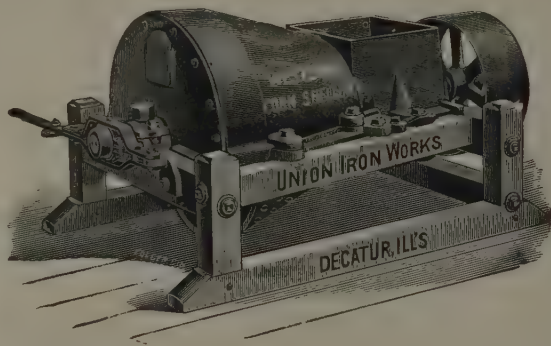
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ELEVATOR in western Indiana; ear corn station; no competition; fine farming country; gravel roads; handles annually 200,000 bushels. This is good. Address J. M. Maguire, Campus, Ill.

WILL EXCHANGE for land or sell, elevator in Ohio handling 150,000 bu. yearly. Modern and up-to-date equipment; built only 3 years ago. Address Vox, Box 1, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Good 20,000 bushel elevator in eastern Iowa, doing business of over 100,000 bushels; only elevator in county seat. Price \$6,000. Iowa Mill & Elevator Brokers, Independence, Iowa.

FIRST CLASS elevator for sale, desirable in every way. Owner retiring with a fortune. Will sell for cash or exchange for first class farm land. Address X. Y. Z., Box 12, Grain Dealers Journal, Chicago.

40,000 BUS. elevator for sale; situation in Southern Illinois; capacity 5,000 bus. per day; only elevator in place. Price and reason for selling given on application. Address Namfak, Box 11, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE 100,000 bus. capacity. Doing an actual business of 500,000 bus. Located in best grain district of Western Ind. on the Chicago & E. Ill. R. R., about 100 miles from Chicago. The plant has first class equipment and is in perfect order. Write for full description and particulars to Box 3, Freeland Park, Ind.

OUR ELEVATOR located at Irwin, Union Co., Ohio, is for sale. Plant was built last year and is first class in every respect. New office 3 rooms, also ware rooms and cribs. On Big Four R. R. No trouble to get cars. Best reasons for selling and will make price right if sold at once. Write to R. B. Gordin, South Solon, Ohio.

**ELEVATORS FOR SALE.**

ELEVATOR and coal business in S. E. Nebraska, on B. & M. R. R. for sale; 25,000 bushels capacity; hopper scales 42,000 lbs., gasoline engine. All in good order. Good business. Address Tam, Box 9, Grain Dealers Journal, Chicago, Illinois.

ELEVATORS FOR SALE: We have a large list of extra good bargains in elevators in first class locations, doing good business. Write for prices, terms and descriptions, giving location you prefer. Iowa Mill & Elevator Brokers, Independence, Iowa.

FOR SALE—One of the best all-round country elevators in the best country on earth, eastern Kansas, paying 25 per cent; no competition. Price \$8,000. No trades. Easy terms to good grain man if desired. Address Abc, Box 12, Grain Dealers Journal, Chicago, Ill.

ELEVATOR for sale. 14,000 bu. cap., new and modern in every way; 13,000 bu. ear corn goes with it. Located on Burlington Railroad in southern Nebraska. Would trade for good land in Nebr. or Kan. Address R. E. S., Box 1, Grain Dealers Journal, Chicago, Ill.

GRAIN ELEVATOR in northwestern Indiana for sale. Capacity 40,000 bushels, steam power, sheller, cleaner, hopper scales; will handle 130 to 150,000 bushels per year. Coal, feed and building material also handled. Address Retlaw, Box 3, Grain Dealers Journal, Chicago, Ill.

FOR SALE—12,000 bu. elevator, Iron Clad, 15 H. P. gasoline engine, 300 bu. hopper scale, Cornwall cleaner, Victor sheller, all good as new; also coal and implement business. No competitor. Good country, principal crop corn and winter wheat. 200,000 bu. business last year. St. Joe & G. I. and U. P. R. R. Address Nedrac, Box 11, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE: 18,000 bu. capacity with 300 bbl. corn meal mill and 60,000 lbs. chop capacity per day. Located at county seat in one of the best corn counties in Kansas. On main line of Frisco, Mo. P. and M. K. & T. R. R.s. This point has a favorable freight rate to all points South and East and practical man can make money. Property in very best condition and doing profitable business now. Local corn handled will pay good profit on the investment and in addition the handling and milling of grain in transit will make good money. Price on application. Address Box 226, Atchison, Kansas.

**ELEVATORS WANTED.**

ELEVATOR or mill and elevator wanted, in exchange for a good improved farm. Address Dnal, Box 11, Grain Dealers Journal, Chicago, Ill.

WANTED TO RENT an elevator. State particulars and rent per year. Address Welt, Box 12, Grain Dealers Journal, Chicago.

WANTED TO BUY: elevator at good point in N. Dak. Prefer point handling at least 75,000 bu. yearly. State full particulars in first letter. Address Lock Box 142, Lansford, No. Dak.

ELEVATOR WANTED in central Indiana. Must be in good condition and show plenty business. Give full information in first letter. Address A. B. Cohee & Co., Frankfort, Ind.

ELEVATOR WANTED in west central Ohio; must be in good condition and show plenty business. Give full information in first letter. Address John S. Palmer, Shreve, Ohio.

WANTED to buy or rent an elevator in good grain territory in Western Ohio or N. E. Indiana. Prefer a town with from 2,000 to 4,000 population and no competition. Address W. D. Wilson, Burbank, O.

WANTED TO RENT an elevator. State particulars and rent per year, or will contract to buy grain on commission. Have 3 years experience in the grain business. Indiana or Illinois preferred. Best references. Address Samot, Box 1, Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED in Nebr. or Western Iowa; 4 or 5 good stations, at points where 150,000 to 200,000 bu. per year is handled. Will exchange or sell 700 acres fine land in central Nebr. worth \$30 per acre, or \$21,000. References, K, Box 1, Grain Dealers Journal, Chicago, Ill.

**YOU**

Can find no present more acceptable to the progressive grain dealer than a paid up subscription to the Grain Dealers Journal.

**GRAIN RECEIVING LEDGER FORM 43**

Is designed for use by grain buyers who keep individual accounts and is ruled for facts regarding wagon loads received from farmers. Each book contains 200 pages and each page is ruled for records of 42 wagon loads. The pages are numbered and a good index is bound in front part of book. Each page can be used for one or more accounts as desired.

The pages are 8½x13¾ inches and ruled with column headings as follows: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks. The paper used is heavy linen ledger, bound in heavy cloth, half Russia.

Price \$2.25

Grain Dealers Company  
255 La Salle St. CHICAGO, ILL.

**SECOND-HAND**

Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Rollers, Gasoline Engines, Belting, Buckets, Conveyors or any other elevator machinery can be bought or sold quickly by placing an ad. in the "Wanted" or "For Sale" columns of the

**GRAIN DEALERS JOURNAL**

OF CHICAGO.  
COSTS 15 CENTS PER LINE.



## LOCATIONS FOR ELEVATORS

GOOD LOCATIONS for elevators and other industries on the line of The Belt Ry. of Chicago. Low switching rates and good car supply. For further information address—B. Thomas, Pres., Room 11, Dearborn Station, Chicago, Ill.

## MISCELLANEOUS.

THE GRAINMAN'S ACTUARY,  
\$2.50 postpaid,  
Henry Nobbe, Litchfield Ill.

FOR SALE, stock in good mill paying 23% annual dividends. Write A. H. Bennett & Co., Topeka, Kansas.

JOHN A. RICE Elevator and Mills Broker, Frankfort, Ind. Prompt and reliable service. Commissions only.

ADDRESS WANTED of H. M. Talcott, formerly of St. Joseph, Mo. Address Jones, Box 11, Grain Dealers Journal, Chicago, Ill.

ARMSBY CIPHER CODE WANTED—Must be in good condition, 1901 edition. State price. Address G. E. O., Box 6, Grain Dealers Journal, Chicago, Ill.

ADDRESS WANTED of W. H. Minor, formerly senior partner of Minor, Powell & Co., St. Louis, Mo. Address C. Daniels, Box 6, Grain Dealers Journal, Chicago, Ill.

CIPHER CODE WANTED—I want a copy of Jennings's New England Telegraph cipher. Must be in good condition. Address Jennings, Box 6, Grain Dealers Journal, Chicago, Ill.

AN OLD established seed, grain and feed business, in best city of the central west for sale. Good growing business. Best reasons for selling. Address Seed, Box 12, Grain Dealers Journal, Chicago, Illinois.

50-BBL. ROLLER process flour mill, grain, lumber, coal and hay business for sale; also good residence of 10 rooms will be sold with mill. Anyone wanting this property write at once, as it will be sold soon. Address Risser Bros., Rawson, Ohio.

FOR SALE one-half interest in 50-bbl. mill; splendid bldg., 8 lots and stable; new gas engine, ample power consuming 60c worth gas per day; easily manipulated. 3 R. Rs.; best quality grain; doing fine business. Price \$2,400. Address J. W. McCarty, Junction City, Ohio.

## FOR SALE OR TRADE.

Elevators, Mills, Hotels in Indiana, Illinois and Iowa. An Iowa elevator at a great bargain; modern; just remodeled. Land to trade for elevators. List your properties with me. J. D. McClean, 403 North Jefferson avenue, Peoria, Ill.

## IF YOU WANT

regular country shippers to become familiar with your firm name, place your "ad" here :: ::

## SITUATIONS WANTED.

SITUATION WANTED by man of experience, with good reference, as manager of country grain business. Address J. T. M., P. O. Box 114, Nichols, Iowa.

POSITION WANTED in Ohio or Indiana, by young married man with 14 years' experience in elevator and grain business. Address Loop, Box 12, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as manager for grain firm in Neb. Have 10 years exp. in buying and selling grain. Address Chester, Box 1, Grain Dealers Journal, Chicago.

POSITION WANTED as manager of house or as engineer in elevator. Understand cleaning machinery and can do all kinds of repairs about an elevator. Address Lad, Box 1, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED with grain or lumber company, as manager or agent; must be town where there is high school. Would prefer position where grain, lumber and stock is handled. Several years' experience in grain, lumber, coal and stock. Address J. Gerber, Hanlontown, Iowa.

## Good Situations

Can be obtained if you will but let those who are in need of competent help know that your services can be secured.

You may take my ad out for "Situation Wanted," as the first paper out secured me a good place. I am glad I used your paper for the ad, as it will always bring good returns. —Alfred Cram, Shannon, Ill., Jan. 3, 1907.

If you want a job, make your wants known to progressive grain dealers who are in need of experienced help through the "SITUATIONS WANTED" columns of the GRAIN DEALERS JOURNAL.

## HELP WANTED.

EXPERIENCED hay buyer wanted by the Saginaw Milling Co., Saginaw, Mich.

WANTED young man experienced in grain and elevator business as bookkeeper and cashier. Address with references, age and salary. Dadmun Bros., White-water, Wis.

TRAVELING MAN wanted who calls on grain dealers, to sell a ready selling article as a side line. For particulars address Dennek, Box 12, Grain Dealers Journal, Chicago, Ill.

COMPETENT MAN wanted to work in country elevator. Must understand steam engine; wages \$50 per month; steady work. Address Neca, Box 1, Grain Dealers Journal, Chicago, Ill.

## PARTNERS WANTED.

WANTED—A partner with \$15,000 to start two elevators in North Dakota; new and good territory. Address, Retort, Box 12, Grain Dealers Journal, Chicago, Ill.

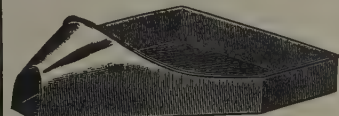
DO YOU wish to sell an interest in your business to some live man or are you looking for an opportunity to invest where you can also give your services. An ad in the PARTNERS WANTED column of the Journal will be read by all progressive dealers. Try it.

## MILLS FOR SALE.

FOR SALE—A 60-bbl. mill located in southern Ohio; excellent location; fine wheat location. For full particulars and description, address Bargain, Box 12, Grain Dealers Journal, Chicago, Ill.

## Grain Sample Pan

For Examining Samples of Grain and Seeds



Made of Aluminum. The lightest pan made, will not Rust or Tarnish, always stays bright.

Grain Size, 2 1/2 x 12 x 16 1/4 ins. .... \$1.25

Seed Size, 1 1/2 x 9 x 11 ins. .... \$1.00

Grain Dealers Co., 255 La Salle St., Chicago, Ill.

## GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

190

Gentlemen—Enclosed find One and <sup>50</sup>/<sub>100</sub> Dollars (\$1.50) for which please send the Grain Dealers Journal on the 10th and 25th of each month for one year to

Name of firm.....

Post Office.....

Capacity of Elevator

.....bus.

State.....

**ENGINES FOR SALE.**

GASOLINE engine for sale, 10-h. p. Temple Pump Co., 15th Place, Chicago.

SECOND HAND or new gasoline engines for sale. Shadegg Eng. Co., 315 S. 3d St., Minneapolis, Minn.

FOR SALE 5-H.P. gas engine good as new; all fittings; price \$100.00. H. O. Bowsman, Decatur, Indiana.

THE BEST line of gasoline engines for sale. Kenney Machinery Co., 124-128 S. Capitol Ave., Indianapolis, Ind.

FOR SALE—One 10 h. p. Atlas engine in A No. 1 condition. Address Paul O. Moratz, Bloomington, Ill.

HORIZONTAL air cooled engines in three sizes 1½, 2½ and 5-H.P. for sale. Designed and built for business. Address Air-Cooled Motor Co., Lansing, Mich.

IT PAYS to buy a good engine. Assume no risks. We can furnish you new improved Witte engines at figures that suit. Write us for catalogue. Address Witte Iron Works Company, 520 West Fifth St., Kansas City, Mo.

SECOND-HAND ENGINES for sale. One 5 h. p. Fairbanks; two 8, one 10, and one 16 h. p. Otto; one 10 h. p. Columbus; one 25 h. p. and one 30 h. p. Webster; 18 h. p. Olds. All makes of engines. A. H. McDonald, 36 W. Randolph St., Chicago.

FOR SALE—One 46 horse-power and one 26 horse-power Howe gasoline engine, both almost new and guaranteed as good as new, can be seen in operation at Quaker elevator, Minneapolis, Minn. Stewart Elevator Co., Minneapolis, Minn.

FOR SALE very cheap—1 Wheelock Automatic Engine, cylinder 20x48, diameter of shaft 8", length of shaft 7' 10". Engine right hand. With engine goes full set of oil cups, 1 cylinder lubricator (Detroit Double Connection) and 1 Receiver and Separator 5"x10"x15". Engine and fittings in good condition. Reason for selling, plant requires larger engine. Address all inquiries to Hygienic Food Co., Battle Creek, Mich.

## Duplicating Scale Ticket Book

No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets. The sheet is perforated so that each ticket can easily be removed.

Each ticket is printed, ruled and spaced for the following information: Date, Bot of; Price per Cwt.; Price per Bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears out a ticket and gives to each driver, retaining a carbon copy of it.

800 tickets in each book, with a rubber stamp for quickly filling in name of buyer. Price \$1.25

**Grain Dealers Company**

255 La Salle Street

Chicago, Ill.

**ENGINES AND BOILERS.**

FOR SALE an Atlas Automatic 65-H.P. steam engine; one 75-H.P. Boiler and 40 ft. new stack; one No. 2 Dean Hot Water Boiler feed and all connections for \$400. All in first class shape. J. M. Hornung, Greensburg, Ind.

ENGINE of St. Louis Iron & Machine Co.'s make for sale; right-hand girder frame; corliss 18x42 cylinder; 15 foot band wheel; 25 inch face, 6½ bore, also shaft for same, 11 ft. 9 in. to face of coupling. Flange coupling 18 ins. diameter; also 100 feet 23 inch belt. All been in use about three years and in first class condition. Inspection invited. Also an Atlas boiler 16x72, with 78 four inch flues. Address Bernet, Craft & Kauffman Milling Co., St. Louis, Mo.

Engines, Boilers, etc.

12x36 Corliss engines, also many larger sizes.

14x14 and 13x12 Ideal automatic engines, and larger and smaller engines of this class.

8x9 Throttling Governor engine; other sizes up to 26" cylinder.

Boilers 54x14, 60x16, 66x18, 72x18; also water tube and firebox boilers.

Hugh W. Dyar, 204 Dearborn st. Chicago, Ill.

**MISCELLANEOUS FOR SALE**

BOILER COMPOUND—Keeps boilers clean; removes scales; insures longevity. All elevators need it. Write for prices. Davey & Co., Grand Av., Chicago.

**GRAIN TESTERS.**

Two quart testers, one quart testers, one pint testers, the best are cheapest, we have the best, write us for prices. A. S. Garman & Sons, Akron, O.

**MACHINERY FOR SALE.**

1 second-hand 40 H.P. horizontal steam boiler, return flue,

1 second-hand 15 H.P. horizontal Atlas steam engine;

1 second-hand Cochrane Open Heater for 60 H.P. boiler,

1 second-hand steam boiler feed pump for 60 H.P. boiler,

1 second-hand Snyder Hughes Duplex horizontal steam pump having 12"x12" steam cylinder and 10"x12" water Cylinder, a 6" suction and 6" outlet. Also pipes, pulleys and valves for connecting this machinery. All practically as good as new and are in the way and must be sold. J. R. Marsh, Cedar Vale, Kansas.

## TO BUY SELL RENT or LEASE an ELEVATOR

Place an ad. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL of Chicago. It will bring you quick returns, yet cost you only 15 cents per line. Try it.

**MACHINES FOR SALE.**

FOR SALE—Ideal car loader. Good as new. Address T. B. Marshall & Co., Kirkwood, Ohio.

ONE BOWSHER No. 8 feed grinder for sale. Write Walter G. Trumpler, Tiffin, Ohio.

FOR SALE—One No. 4 Western Corn Sheller. Address Lock Box 15, New Bavaria, Ohio.

FRENCH BURR feed grinder, in good shape. Will sell cheap. Address Geo. H. Crawford, Mendon, Mich.

FOR SALE—Victor corn sheller, hominy mill, burr mill, porcelain rolls and drier. At a bargain. Address M. J. Sullivan, 77 Taylor, Springfield, Ohio.

FOR SALE one 12-inch French Buhr mill, Sprout & Waldron make in first class condition. Price \$45.00. Address C. C. Jones, Perrysville, Ohio.

FOR SALE less than half cost one 300 bu. per hour New Process Cylinder Sheller (only) almost new. Address R. Whisler & Sons, Farragut, Iowa.

FOR SALE—One Bowsher mill with bagging elevator, first class condition; one 20" Sprout & Waldron Vertical Buhr Mill, nearly new. Munson Bros. Co., Utica, N. Y.

FOR SALE a No. 17 Clipper mill good as new; has full set of 20 screens suitable for cleaning peas, beans and grain; also long cone pulleys. Cost \$100. Our price is \$50. f. o. b. Petoskey. Address Darling & Beahan, Petoskey, Michigan.

**FOR SALE.**

1 36-inch Foos Attrition Mills.  
1 Large Perfection Dust Collector,  
1 Daisy Feeder.  
2 24-inch Hay Cutters.  
1 Avery Thresher Self Feeder.  
Above in good order, but unsuitable for milling alfalfa. Address

M. C. Peters Mill Co.,  
Omaha, Neb.

**MACHINES WANTED.**

WANTED—One second hand Bowsher feed mill in good condition. Address Lock Box 312, Bardolph, Ill.

**SCALES FOR SALE.**

SCALES for elevators and mills; low-cost prices. Chicago Scale Co., Chicago.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

SCALES of all kinds; repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, Ohio.

**HAY WANTED.**

HAY AND STRAW WANTED. Correspond with us. T. D. Randall & Co., 92 Board of Trade, Chicago, Ill.

NO. 1 TIMOTHY and No. 1 Clover mixed hay wanted. Blake & Farrar, Baltimore, Md.

WE WANT your shipments. It will pay you to send for our market report. If you have straw to sell, quote us. E. K. Lemont & Son, 465 Bourse Bldg., Philadelphia, Pa.



## SEEDS FOR SALE.

**TWO CARS** Golden Vine Field Peas for sale. Will Curtis, Reed City, Mich.

**HUNGARIAN SEED.** Send for samples and prices to C. E. Nichols & Co., Lowell, Indiana.

**WANTED—ONE CAR** of pure Big Four White Oats for seed. Address Moberley & Co., Windsor, Ill.

**MILLET, CANE SEED, Kaffir Corn, Alfalfa** and all kinds of Grass Seeds for sale. Address J. G. Peppard, Kansas City, Missouri.

**WHITE WHEAT** and Utah Alfalfa seed for sale. If in need of either, write or telegraph Sam Williamson, Salt Lake City, Utah.

**SEEDS**—We buy and sell CLOVER, TIMOTHY, RED TOP, MILLETS, POP CORN, KAFFIR CORN, CHICKEN FEED GRAIN, ETC. WRITE US. DO IT NOW. Sample envelopes for the asking. The ILLINOIS SEED CO., CHICAGO.

## THE OHIO SEED COMPANY TOLEDO, OHIO

Clover, Timothy and all kinds of Field Seeds

Ask for or send samples and we will quote prices.

Correspondence and Consignments Solicited.  
SPOT AND FUTURES.

## No Buckhorn in our Clover Seed

Little Red, Mammoth, Alsike

Home Grown, Pure Stuff

Write for Samples and Prices

**BOURBON ELEVATOR CO., Bourbon, Ind.**

## CLOVER SEED FOR SALE

We are the largest dealers in the heart of the clover producing section and buy only home grown seed. No foreign seed handled. Can furnish Mammoth, Medium and Alsike at all times.

WRITE FOR SAMPLES.

**Straus, Ackerman & Co.**

ALBION, INDIANA.

Grain dealers and elevators at Avilla, Albion, Cromwell and Syracuse, Indiana.

## Medium Clover WE HAVE IT!

Our Prices Are Right—Ask For Samples

Grown in Northern Indiana Only.

**MAMMOTH and ALSYKE** Also

Get Our Prices Before You Buy.

**DON'T FORGET IT!**

**O. GANDY & CO.**

SOUTH WHITLEY, IND.

## SEEDS FOR SALE.

**WESTERN HEADQUARTERS** for Western grown Alfalfa, clover, timothy, millet, sorghum and Kaffir corn. Write for prices to Missouri Seed Co., Kansas City, Mo.

### SEEDS.

Buy or Sell.

Clover Timothy, Millet and Blue Grass.

B. F. Adams,

Seed Merchant, Peoria, Ill.

**ALFALFA**—We have several cars of the very best seed obtainable. Write for prices. Ask for circular A-1, which gives full instructions for growing. We'll give you one or sell any number for 5c each. J. E. Wing & Bros., Box 2, Mechanicsburg, O. Branch office Box A-1, Eutaw, Alabama.

## SEEDS WANTED.

**CLOVER SEED WANTED.** Mail samples. Car lots or less. Address Berne Grain & Hay Co., Berne, Ind.

**CLOVERS AND TIMOTHY** seed wanted. Mail samples and quote C. L. & L. C. L. f. o. b. here. H. W. Buckbee, Rockford, Ill.

**MAMMOTH CLOVER, Timothy, Cane Seed, German, Siberian, Early Fortune and Broom Corn Millets.** Send samples to J. G. Peppard, Kansas City, Mo.

**SEEDS WANTED:** clover, timothy and red top. Car lots or less. Submit samples and prices. Louisville Seed Company, Nos. 208-210 Second Str., Louisville, Ky.

**KAFFIR, MILO MAIZE, Millet, Sorghum** wanted. Write nearest office. E. R. & D. C. Kolp, Ft. Worth, Tex., Oklahoma City, Okla. Memphis, Tenn., Wichita, Kans.

### WANTED.

Seed Oats,

Beardless Barley,

Speltz,

Beardless Wheat,

Grass Seeds.

A. A. Berry Seed Co.

Clarinda, Iowa.

**CLOVER** We want your Medium, Mammoth and Alsike Clover—also Buckwheat and other Field Seeds. Send samples. State amount and price. We will wire acceptance.  
**THE ADAMS SEED CO.,**  
Successors to N. H. ADAMS & SON, DECORAH, IOWA

## POPCORN WANTED.

**POP CORN WANTED**—Correspond with us. Bradshaw Co., 72 Park Place, New York, N. Y.

## GRAIN FOR SALE.

**KAFFIR CORN** and chicken feed wheat for sale. Get our prices. Address The A. R. Clark Grain Co., Wichita, Kans.

**WANTED**—Everybody that wants white kaffir corn to know that J. C. Haines & Co., of Augusta, Kans., are located in the principal kaffir corn belt and invite correspondence. Address J. C. Haines & Co., Augusta, Kansas.

## GRAIN WANTED.

**KAFFIR CORN** and Milo Maize for sale. Write us. Lorenz & Geis, Cordell, Okla.

**BUCKWHEAT** grain in local or car lot shipments wanted. McKenzie Cereal Food & Milling Co., Quincy, Mich.

**OATS, corn, beans, feeds and hay** of all kinds wanted. Send samples and quotations. Address South Shore Grain Co., Quincy, Mass.

**WE ARE** in the market for round lots of No. 2 Hard Winter Wheat, and No. 2 Red Winter Wheat. Also white milling corn. Standard Milling Co., Houston, Texas.

**SWEET MILLING WHEAT** wanted. C., M. & St. P. and points on connecting lines preferred. Mail samples and receive our bids. T. G. White Cereal Co., Cedar Rapids, Iowa.

**WE WANT CARS** or mixed cars No. 2 grades Kaffir corn, Milo maize, Jerusalem corn, Hungarian, Millets, Wheat, Screenings, Canes, Buckwheat, Oats, etc. Mail samples, quote f. o. b. here. H. W. Buckbee, Rockford, Ill.

## FLOUR FOR SALE.

**OUR BLENDED** flour Gerbelle makes baking day a delight. Try it. If you can't use a full car, we can fill it out with feed or grain. The Goshen Milling Co., Goshen, Ind., U. S. A.

## FERRETS FOR SALE.

**FERRETS**, fine working stock, prices low. C. & L. Phelps, Dept. Y, Nova, O.

6,000 **FERRETS**. Clear your buildings from rats. Descriptive Ferret book and price list sent free. Address Levi Farnsworth, New London, Ohio.

# SEEDS

Grain, Clover & Grass Seeds,

CHAS. E. PRUNTY,

MAIN & MARKET, SAINT LOUIS.

**ORDER  
MILWAUKEE  
BAGS**

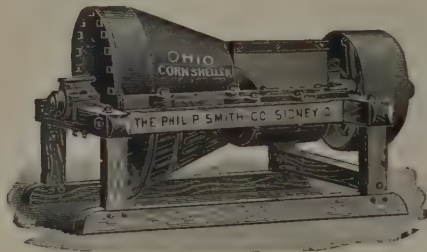


Push the sale of your product by marketing it in strong, carefully made, well-printed bags. We'll quote you on that kind—the only kind we make.

**MILWAUKEE BAG CO. Milwaukee**

## The Ohio Corn Sheller

Is made for hard work. Will last a lifetime. Shells clean, does not crack the corn or break the cob. Will shell to its rated capacity. All you can ask of any sheller and more than you get from most shellers.

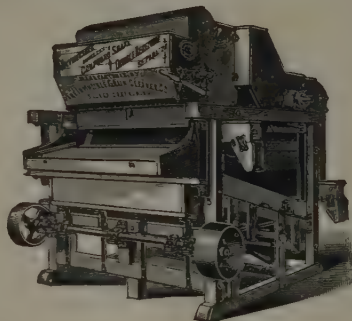


We can equip your new elevator complete from cupola to pit, and make prompt shipment too. Write us.

**The Philip Smith Co.**  
SIDNEY, OHIO

When You Want a Separator for Your Mill or Elevator, Get An

## INVINCIBLE



then you know that you have the best. There is none better. We build them in all sizes and can fit them with our brush cleaner under the cockle or main screen when desired. Write for prices.

**Invincible Grain Cleaner Co.**  
Silver Creek, N. Y.

REPRESENTED BY

W. J. Scott, 406 Traders Bldg., Chicago, Ill. Telephone Harrison 2200.  
Edw. A. Ordway, 512 Exchange Bldg., Kansas City, Mo.  
C. L. Hogle, Balch Block, Indianapolis, Ind.  
N. W. Representatives—Strong-Scott Mfg. Co., Minneapolis, Minn.

## 1907 ANNOUNCEMENT

### HUNTLEY MFG. CO.

SILVER CREEK, N. Y.

In making our annual announcement for the year to come, it is very fitting and proper to make some mention of the business done during the past year.

Never in the history of our business have we been so busy, nor has ever the aggregate total of business done, reached the figures of the year just closed, which speaks eloquent testimonials for the merit and superiority of Monitor Machinery.

Our capacity has been taxed to its utmost, and large additions to our manufacturing plant are already in progress, and we know that from initial orders received for delivery during 1907, the coming year will be even larger than the year just closed.

In addition to the increase in our manufacturing plant during the coming year, we contemplate the introduction of several new machines, at an early date.

We thank our customers for their patronage during the past year, and we shall be glad to look after their machinery needs during the coming year.

No order is too large for us to handle, and none is too small for us to give careful attention. We refer prospective buyers to any user of Monitor Machinery, as to the satisfaction with which it operates, and ask consideration of our claims, as to Monitor superiority, in booking your orders for 1907.

We ask your consideration of, and inspection of, the merits of the following machines for the coming year.

Monitor Warehouse Separators, Monitor Receiving Separators, Monitor Milling Separators, Monitor Scourers, single and two high; Monitor Oat Clippers, Monitor Barley Scourers, Monitor Corn Scourers, Monitor Flour Packers, Monitor Sack Packers, Monitor Iron Front Friction Clutch Bran Packers, Monitor Drop Gear Bran Packers, Monitor-Draver Dust Collectors, Monitor Magnetic Separators, Monitor Cockle Cylinders, Monitor Roller Buckwheat Shuckers, Monitor Buckwheat Scourers and Special Cleaning Machines for all classes of work, Seeds-Flax, Barley, Malt, Rice, Etc., Scourers, Separators and Packers, built all steel construction.

## HUNTLEY MFG. CO., SILVER CREEK, NEW YORK

BRANCH OFFICES—302 Traders Building, Chicago, Ill., F. M. Smith, Agent. 121 Front St., New York, N. Y., J. W. Perrine, Agent. 316-318 4th Avenue, So. Minneapolis, Minn., A. F. Shuler, Agent. Akron, Ohio, A. S. Garman, General Agent. Mississippi and 17th Streets, San Francisco, Cal., Berger-Carter Co., Pacific Coast Agents. 10 Board of Trade, Kansas City, Missouri, H. C. Draver, Southwestern Agent.



## GRAIN DEALERS JOURNAL

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**CHARLES S. CLARK,**  
Manager.

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### The Advertising

value of The Grain Dealers Journal as a medium for reaching the grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms, place your announcements in the leading Journal.

### Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered at Chicago, Ill., Post Office as  
Second-Class Matter.

**CHICAGO, ILL., JANUARY 10, 1907.**

NEARLY TIME for some one to substitute No. 4 for No. 2 wheat again.

OVERBIDDING for grain may satisfy your grudge against your competitor, but it will not insure you against want in your old age.

BILLS OF LADING should always be forwarded promptly; otherwise you may have demurrage to pay. Some railroads will not deliver car without taking up B/L.

WEEVILS continue to cause grain dealers much trouble and loss. The winter has been so warm this pest has continued to multiply rapidly, hence all grain needs careful watching and frequent inspection.

THE RECENT attack upon the New York Cotton Exchange in an effort to have it denied the use of the U. S. mails seems to be nothing more than the result of a narrow-minded attack of Yellow Jealousy.

UNIFORM GRADES drafted by the Uniform Grade Congress in Chicago last month have already been adopted by the Toledo Produce Exchange and the Norfolk Board of Trade, to go into effect July 1. NEXT!

THE FREE SEED graft is being chased assiduously by farmers and seedmen, and it is fair to say that no Congressman will vote for the steal again, who has any sense of shame left. Sec'y Wilson has also branded it as a waste of public money.

GOVERNMENT CROP reports would be greatly improved if the Dept. of Agriculture were given the money now wasted on the free seed distribution to employ more men in the collection of crop information.

UNIFORM SHIPPING rules are as much to be desired as ever and it would seem high time that all the organizations of shippers and receivers should get together and agree on uniform rules which should prevail everywhere and thus do away with confusion and the cause of many differences and disputes.

THE AMERICAN SHIPPERS Ass'n has raised a very timely question as to the legality of railways charging for switching at terminals. It seems right that carriers should deliver freight to the nearest accessible point without extra charge; otherwise many roads must discriminate against the receivers off their lines.

THE COUNTRY ELEVATOR man who makes a practice of holding grain for a rise should be satisfied with a moderate advance. Other shippers are also holding for the advance and when it does come, receipts will be increased so much as to precipitate a fall. Be satisfied with reasonable profits and you will always be more sure to get them.

THE DOLLAR wheat schemers are still at work fishing for initiation fees from bucolics who seem anxious to bite on any kind of bait. The directors of the Ohio Experiment Station, however, seem very much in earnest in denouncing Mr. J. A. Everett of Indianapolis and his different schemes for supplying seed wheat and selling the resulting crop at high prices.

ELEVATOR OWNERS who permit smokers to indulge their habit in the elevator may be greatly distressed by the elevators taking on the habit of the tolerated visitor. The power of suggestion in a visible exhibition may prove irresistible. Then too the smoker might scatter a few sparks in the dust. A large placard bearing the warning, "No Smoking. The Insurance Companies Prohibit it," would help to remind offenders.

IT MAY seem an economical practice to place insurance with stock companies which are in the business for a profit, altho it would hardly seem the right thing to do when so many reliable mutual companies making a specialty of elevator insurance are carrying the business at actual cost. Unfortunately for some elevator owners who are always guided by the rate, they have learned that it is not the only measure of the cost of insurance, as adjusters of some stock companies collect many times the amount of the premium after the fire by cutting down the loss.

COMPLAINTS come from some sections that the lack of freezing weather has prevented farmers going into the fields to gather corn, hence it is still unhusked and no doubt soft. Dealers in such localities should examine closely all corn offered, lest it set their corn cribs on fire.

INDIANA DEALERS have not complained very much about the scarcity of cars, but some of them are complaining most bitterly of the rotten, old, worn-out boxes presented them for loading grain. No sooner do they get coupled into a train than they begin to leak. The bumping and pulling strain is too much for them. However, so long as grain shippers entrust their grain to transportation in such wrecks they must expect shortages.

TOO MANY dealers are willing, nay anxious to have their names printed as members of the grain dealers' ass'n of their district as long as they do not have to pay dues. Do they recognize that the advertising and association gives them standing in the trade not obtainable in any other way? The Ass'n wud be of much greater benefit to all if dues were paid promptly in advance, so the secretary cud devote all of his time to promoting the interests of the trade.

STEALING from cars has received a discouraging check at Buffalo, where a trespasser was recently arrested and convicted. The Grain Exchange of that city gave the officer making the arrest a reward of \$25 and offered a like reward for the arrest of any other thieves caught breaking open grain cars. This earnest effort on the part of the grain commission men of Buffalo to reduce the shortages on grain shipments is most commendable and merits the emulation of every market which has its reputation for correct weights at heart. However, it would be well not to place the reward for each arrest too high lest, thru the connivance of officers and thieves, arrests be planned in advance.

GRAIN MEN who are known to employ barn builders and others who do not understand their business, to erect grain store houses for them will be amused and instructed to learn that the 50 feet of the concrete grain elevator constructed for the Bosch-Ryan Grain Co., Cedar Rapids, Ia., is still standing and it will cost more to remove it than it did to build it. The paving contractors who undertook its construction are still fighting in the courts for their \$20,000 and the grain company is still striving to obtain its large bill for damages. In fact the case is now before the Supreme Court of the State. The grain company has been out the use of its land and money for over a year and has been virtually forced out of business at that point.

GRAIN SHIPPERS will be interested in a decision rendered last week by Judge Wiggins of the Court of Common Pleas in the case of Scott & Woodrow vs. The Midland Grain Co., of Washington C. H., Ohio. Shipper guaranteed corn sold to plaintiff to arrive at destination sweet and cool. But the railroad was not a party to the guarantee, so the corn was anything but sweet and cool when it arrived at the seaboard. Hence the plaintiffs were able to get judgment for \$1,097.40, which is the full amount of their claim and interest. If the railroads would forward grain with even a reasonable degree of promptness a great saving to those engaged in the business would be effected.

AN ANTI-FUTURE dealing bill has been introduced in the lower House of Congress by Representative Macon of Arkansas. It is the purpose of this bill to prohibit "Receipt, delivery or transmission of interstate or foreign messages or other information to be used in connection with or furtherance of any project concerning the interstate or foreign buying or selling or otherwise dealing in futures of agricultural products." It is designed to include all transactions which depend upon margins as a basis of settlement and which do not contemplate actual delivery of grain. Evidently the bill is one designed to confine bucket shop operations to states having grain exchanges. No doubt the country would be better off if all the bucket shops and their keepers were at the bottom of the deep sea. However, the operators of these betting joints will no doubt find an easy substitute for grain markets as a means of separating "easy marks" from their money should this bill become a law.

#### FEDERAL INSPECTION NOT WANTED.

The Little Rock Board of Trade has declared in favor of federal inspection, providing the politicians will be placed under civil service rules. No doubt the framers of this resolution are completely disgusted with the inspection at Galveston just as other shippers are, but they have gone about it in the wrong way to secure a remedy.

In Federal Crop Reports, the country has suffered thru the machinations of dishonest employees, and those identified with the grain trade would suffer from dishonesty in the Grain Inspection Dept. if it were under federal inspection. What is more, it would require much greater influence and a much longer time to correct the evil under federal supervision than it would under Board of Trade supervision. The leaks in the Crop Reporting Bureau were complained of for years but without avail, until the army of complainers became so large as to be irresistible.

In the interests of the trade the control of grain inspection should be brot nearer

to the control of those who have to stand the loss and pay for the service, than taken farther from it. Government grading of grain cannot be justified under any existing law either as a police or health regulation and the trade will be much better off when all the State Grain Inspection Depts. are abolished and the control of the inspection turned over to those at interest.

#### THE CAR FAMINE.

The agitation in all sections of the country owing to the unprecedented freight congestion and lack of sufficient shipping facilities to accommodate the business offered rail carriers, has not subsided. The shippers, the Interstate Commerce Commission and Congress seem to be in earnest in the matter and propose to take some steps to prevent a repetition of the frequent derelictions on the part of the rail carriers to perform their plain duty. The public has suffered long enough.

All reports seem to show a greater car famine in North Dakota than anywhere else, yet two of our correspondents, quoted on page 58, write that at no time have they experienced difficulty in getting cars, principally because their stations are blessed with three lines of railway. Other shippers on the C., M. & St. P., C. & N. W. and C., B. & Q. report no difficulty in obtaining cars on this crop.

If some roads can supply needed shipping facilities to would-be patrons then all roads can. The conditions are not different and there seems to be no excuse for the burdensome delays forced upon the business public. Recently we sent out letters to a number of elevator operators asking for a statement regarding the car situation. Their replies will be found on page 58 of this number.

In addition to the many letters published on page 58 we have received as many more which arrived too late for publication in this number. The late arrivals bring us the encouraging information that more and more country shippers are being guided by their foresight in the matter of track sales and to refrain therefrom on account of their expected inability to get cars needed to make delivery.

Reports from other junction points support the evidence previously received to the effect that cars have been readily obtainable and have been moved out with a reasonable degree of promptness, while at nearby points no cars were obtainable or if obtained and loaded, stood on side track from 15 to 40 days waiting to be moved.

The loss to farmers as well as the grain dealers in the matter of interest on loans is no inconsiderable amount. Losses due to decline in the market and depreciation from storing on the ground as well as from cancelled contracts has been heavy at many stations.

THE APPEAL Board of the Kansas State Grain Inspection Dept. has decided that elevator men who kiln dry low grade corn to make it pass for No. 2 commit no violation of the state law. The same opinion prevails everywhere except in the noddles of grain men who have purchased corn which they do not want delivered. If the elevator men in kiln drying corn, over dry it, so that handling it turns it into cornmeal, then it will not grade No. 2 and buyers will not be expected to accept it as such.

#### THE SELECTION OF GRAIN INSPECTORS.

Some dealers seem disposed to scoff at the claimed advantages and benefits of the general adoption of the Inspection Rules drafted by the Uniform Grade Congress. They maintain, and rightly, that it will be possible to have grades in different markets as widely at variance under the new rules as under the existing rules, because the inspector's judgment will be warped by private interests just as it has been in the past.

This may be true, but under the new rules it will be possible for a shipper to or buyer in any market to determine accurately as to whether or not his grain is being graded correctly. At best the adoption of rules can be little more than a step toward simplifying and modernizing the grading of grain.

The country grain shippers and out of town buyers have never been given a voice in the selection of inspectors and seldom have they been permitted to offer any suggestions, altho shippers own the grain and pay for the inspection.

State Governments can find no legitimate excuse for attempting to operate a Grain Inspection Dept. other than the desire for more offices for the political workers. The grading of grain should be regulated by and controlled by members of the grain trade. The management of the Grain Inspection Dept. should be entrusted to a man directed by a committee made up of one country shipper, one commission man and one miller or buyer. These men being interested would insist that inspectors be employed solely on account of their ability to classify grain.

The same interests should be represented on the Appeals Committee in every market, as they now are in Kansas. From time immemorial the trade has recognized the work of the average Appeals Committee to be merely a verification of the guesses of the department inspectors. The trade pays for inspection and each class interested is entitled to have its say. The politicians have no rights in the matter whatever.

The National Hay Ass'n. has been considering the advisability of appointing hay inspectors at the different terminals. It is the shippers' hay; they have to pay for the inspection, hence it is but natural that they should desire to dictate as to who shall do the inspecting. It would seem, however, that in fairness to all interests, the buyers as well as the shippers should have a voice in making the rules and in employing the inspectors.



## Get Busy.

The House of Representatives Committee on Interstate and Foreign Commerce, to which Congressman Madden's bill, No. 23,558, has been referred, is composed of the following members:

W. P. Hepburn of Iowa.  
J. S. Sherman of New York.  
I. P. Wanger of Pennsylvania.  
J. R. Mann of Illinois.  
W. C. Lovering of Massachusetts.  
F. C. Stevens of Minnesota.  
C. H. Burke of South Dakota.  
J. J. Esch of Wisconsin.  
F. W. Cushman of Washington.  
C. E. Townsend of Michigan.  
J. H. Gaines of West Virginia.  
James Kennedy of Ohio.  
E. C. Davey of Louisiana.  
W. C. Adamson of Georgia.  
W. H. Ryan of New York.  
Wm. Richardson of Alabama.  
C. L. Battlett of Georgia.  
Gordon Russell of Texas.

It is to the interest of every grain shipper and receiver to take this matter up in earnest with his own representative in the Lower House of Congress as well as with the members of the Committee to which the bill has been referred.

Don't procrastinate. Write and wire today demanding quick action.

## Reciprocal Demurrage Can be Secured by Quick Action.

Last Monday Congressman Madden of Illinois, introduced house bill No. 23,558 in the House of Representatives and it was immediately referred to the Committee of Interstate & Foreign Commerce.

With such a bill on the statute books the car famine wud surely be quickly ameliorated. Some railroad men have had the narrowness to advance as an argument the statement, "We could not afford to pay a dollar a day per car for inability to furnish cars, when our cars are detained by shippers and receivers." They seem to overlook the fact that they will receive the same compensation for the delay of their cars as they will be required to pay for delay in furnishing cars, so that if the railroads furnish enough equipment to take care of their business they will not be required to pay out any money, but simply pass dollars over from those who tie up cars to those who need them.

The Madden bill will apply only to interstate shipments, but would have considerable influence on the movement of intrastate shipments because carriers could not afford to set out cars originating at and destined for points within one state.

The bill is a very fair one and merits the earnest, active, quick support of every shipper who is willing that the railroads should be forced to divert some of the money now used to pay dividends on watered stock to the purchase of proper equipment to meet the needs of the shipping public.

Many grain dealers were forced into bankruptcy last winter because railroad companies delayed corn at initial points and in transit so long that it spoiled before the grain was passed upon by terminal inspectors. This year many shippers and manufacturers have met the same fate. If the business public is to be throttled by a refusal of rail carriers to perform their plain duty, then some of the threats of would be shippers, who have been longing to pull up rails and threatening to do so, will very likely be carried out.

The Wall street stock gamblers may need the dividends, but the shippers of the country are in greater need of shipping facilities, and it behooves them to write, wire and run down and see their representatives in the Lower House of Congress, and thereby insure quick passage of the very excellent reciprocal demurrage bill, which follows:

A bill Amending an Act to regulate commerce, approved February fourth, eighteen hundred and eighty-seven, and all Acts amendatory thereof.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That a new section be added to "An Act to regulate commerce," approved February fourth, eighteen hundred and eighty-seven, and all Acts amendatory thereof, to be numbered as section twenty a, as follows:

"Sec. 20 a. It shall be the duty of every common carrier subject to the provisions of this Act to furnish suitable cars to any and all persons or corporations who apply therefor for the transportation of property with all reasonable dispatch. Upon application made by any owner or shipper of property to be transported to any agent or other person in charge of transportation of any carrier subject to the provisions of this Act, at any point that cars are desired upon which to ship such property, stating the number of cars desired, the place at which they are desired, and the time at which they are desired, and the kind of property to be shipped or transported, it shall be the duty of such carrier to supply the number of cars desired, suitable for the purpose required, within a reasonable time thereafter, not to exceed three days: Provided, That if the application be for twenty-five cars or more the carrier shall have ten full days in which to supply the cars. If any carrier, subject to the provisions of this Act, shall fail or neglect to furnish cars when thus applied for within the time herein prescribed, such carrier shall forfeit to the party or parties applying for them the sum of one dollar per day or fraction of a day for each car failed to be furnished within the time herein required, and all actual damages that such applicant may sustain, including the costs of the suit and a reasonable attorney's fee, and the same may be sued for and recovered in any circuit court of the United States in the district in which the defendant resides or is found, without respect to the amount in controversy, or in any other court where jurisdiction can be obtained of the defendant.

"After delivery of the car or cars to the applicant by the carrier, forty-eight hours shall be allowed for the applicant to load said cars, computing from seven antemeridian the day following the delivery of the cars, and upon failure so to do the carrier shall be entitled to collect from said applicant the sum of one dollar per day exclusive of Sundays and national and State holidays, for each car not returned loaded to the carrier within the time thus allowed, and if the applicant shall not use the cars applied for, the carrier shall be entitled to collect the sum of one dollar per day or fraction of a day and a reasonable switching charge for each car so delivered and not used.

"A consignee or the party whose interest may appear shall be allowed by every common carrier subject to the provisions of this Act forty-eight hours of free time to unload cars, taking track delivery, computed from seven o'clock antemeridian of the day following the delivery of the cars, and the time of placing at an accessible point for unloading is given to the consignee, and thereafter the carrier may collect a charge of one dollar per day or fraction of a day, exclusive of Sundays and national and State holidays, during which such cars are not unloaded, or returned to the carrier: Provided, however, That if, after placing a car or cars, the carrier shall during or after free time temporarily remove all or any of them or in any way obstruct the unloading of the same, or by stress of weather the consignee shall be prevented from unloading the same, the consignee shall not be chargeable with the delay for the day of such interruption, obstruction, or prevention by stress of weather, and if on account of delay or irregularity in transportation the cars are burned and the interest of the consignee or party whose interest may appear in numbers beyond

his reasonable ability to unload within the free time herein allowed, he shall be granted by the carrier such additional time as may be necessary to unload cars in the order of their shipment.

"It shall be the duty of every common carrier, subject to the provisions of this Act, to transport any and all property by it being carried from a place in one State or Territory of the United States or District of Columbia to a place in any other State or Territory in the United States or District of Columbia, or from a place in a Territory to another place in the same Territory, or from a place in the United States to an adjacent foreign country, or from any place in the United States through a foreign country to any other place in the United States, with the utmost diligence and to carry forward such shipments at an average rate of not less than sixty miles per twenty-four hours, computing from seven o'clock antemeridian of the day following the receipt of the same until the property being transported reaches its destination, except that in case of fire, wreck, or presence of unavoidable obstacle such carrier shall not be able to transport property at the rate of speed herein prescribed, then and in that event such carrier shall be released from such requirement during the time that such fire, wreck, or unavoidable obstacle exists. For failure of any such carrier to receive or transport such shipments within the time herein required, the carrier issuing the receipt or bill of lading therefor shall forfeit to the owner or consignee or party whose interest may appear, the sum of one dollar per car per day or fraction of a day on all carload lot freight, and one cent per hundred pounds per day or fraction of a day on freight in less than carload lots, for all time consumed in transportation in excess of that herein prescribed, and all actual damages that the owner or consignee or party whose interest may appear, may sustain, including the costs of the suit and a reasonable attorney's fees, and the sum may be sued for and recovered in any circuit court of the United States in the district in which the defendant resides or is found, without respect to the amount in controversy, or in any other court where jurisdiction can be obtained of the defendant and the carrier issuing such receipt or bill of lading shall be entitled to recover from the carrier on whose line the delay shall have occurred the amount of such penalty and damages it may be required to pay to the owner, consignee, or party whose interests may appear of such property, as may be evidenced by any receipt, judgment, or transcript thereof.

"The Commission may determine and prescribe any rules it may deem necessary for the proper enforcement of this section of the Act, and in any case shown, and in its discretion modify the requirements of this section either in particular instances or by a general order applicable to special or peculiar circumstances or conditions."

PRIVATE CAR seals and car seal records make it possible to prove car has been opened in transit. With evidence of such tampering with shipments confronting them carriers never refuse to pay a claim.

INFERIOR seed corn reduces the yield per acre, but not the labor needed to cultivate it properly. It also reduces the price to the farmer and shipper. The country buyer can reduce its use by discriminating sharply against poor corn and in favor of the superior article.

UNIFORM forms for confirming sale and purchase of grain, forms which are complete and legal wud prevent many disputes and reduce the opportunity for misunderstandings to a minimum. Careless methods which leave so much to be understood always have and always will be responsible for 95% of the honest differences between dealers.

# House Bill 23,558 Needs Your Quick Support

### An Inspection Fable.

BY A. SQUARE DEAL.

Once upon a time the grain growers of the United States were blessed with such bountiful crops, they had more than they needed at home so they hauled the surplus to Chicago and the produce buyers bot it all at the same price, until a discriminating buyer discerned greater value in some than in other grain, and paid more for it.

Bye and bye so many buyers *guessed* some grain had greater value than other, they hired a man to measure its value by the rule of thumb and thereafter all were required to accept his decision whether they agreed with him or not. As the work increased, the first man hired other men to help him, and thereafter he was called the Chief Inspector.

Other markets, thinking well of this scheme to measure value of grain, also hired men, and called them inspectors, and drafted rules according to their own liking for the guidance of the inspectors. Some men were hired as a reward for friendship; others as compensation for political influence.

The rules of each market were amended and changed so frequently to satisfy the whims of interested parties that no one, not even the so-called inspectors, knew exactly what was intended, and this naturally led to many grievous differences and hot disputes.

As the rules of the different markets spread farther and farther apart they became more and more confusing to country grain shippers, and some uncharitable ones were such heavy losers by misgrading they became convinced the rules and the grading were changed frequently and primarily to mislead and perplex them.

Finally each market had made so very many changes in its rules and in its gradings none resembled the other or its former self, and all wandered aimlessly about in a Wilderness of Confusion, nursing a jealous hope that other markets searching for the coveted trade mushrooms

would *guess* they had the best when greedily devouring toadstools.

Finally Toledo heard a loud voice calling "Follow Me," and altho it could not see two feet ahead on account of the rules grown into trees and their attached amendments in the form of many bewildering sign boards pointing the way to measure value in grain, it followed.

Toledo soon got out in a straight, narrow roadway which had been built on exact lines. He soon discovered a small man with square extremities and garments, whom he asked: "Pray tell me, who are you and whither would you lead me?"

"I am the Uniform Grade Congress. I am built on the square and believe in the Square Deal. If you will stick to this straight road, you will always travel in the bright light of trade fairness. You will always know exactly where you are going and those who deal with you will know precisely what you are doing, there will be no guesswork about it. This way leads direct to the accurate classifying of grain values with mechanical exactness. It can be depended upon to take you far from this forest of confusion. Travel this road closely and you will soon obtain relief from vexatious disputes regarding grain values."

"What will become of my brother markets, who are floundering about in the forest, if I desert them?"

"So long as they remain in the Rubber Wilds they will have no definite idea of what they are doing. They can merely guess and can not expect to get very far."

"Thank you, I will follow the straight way."

And so, Toledo was the first to follow the road laid out by the Uniform Grade Congress. It was the pioneer.

### Stocks of Grass Seeds on Hand Jan. 1.

Reports on the stock of seeds on hand Jan. 1 have been received from a few dealers, the great majority professing ignorance of the quantities in store at their market.

At Toledo, the leading market, the stock of clover seed on hand Jan. 1 was 25,000 bags; against 50,000 bags a year ago. Alsike clover seed now on hand totals 6500 bags.

At Crawfordsville, Ind., the stock of clover seed is 2,000 bus.

At Des Moines, Ia., present stocks of seeds are 650 bags timothy, 350 bags clover, 300 bags millet, 200 bags alfalfa, and 25 bags Hungarian.

At Utah common points the stock of alfalfa seed is 235,000 lbs.

F. L. Wheeler of Scotland, S. D., contemplates installing a free alcohol plant.

Columbus bucket-shop busted. They gave their sucker patrons a Christmas present. Paper says Toledo capitalists were behind them. If so, they are now out of sight. Same firm busted at Toledo within year. They did not even change their face for Columbus.—C. A. King & Co.



"Toledo Soon Got Out in a Straight Narrow Roadway."



## Asked— Answered

[Readers who fail to find information desired on any grain trade subject of general interest should send us their query for free publication here. The experience of your brother dealers is worth consulting.]

### HOW TO KILL WEEVIL.

*Grain Dealers Journal:* Some one has recommended the use of hydrocyanic acid gas for clearing grain bins of weevil, but could not tell how to use it.—Farmers' Grain, Fuel and Live Stock Co., Pawnee Rock, Kans.

*Ans:* Hydrocyanic acid gas is very dangerous and should be used only by an expert chemist. Bisulfide of Carbon is the best chemical to use, but even with it great care must be exercised as it is very inflammable.

### COPY OF RATE LAW WANTED.

*Grain Dealers Journal:* Will you kindly give in the next number of the Journal for the benefit of shippers, the Hepburn rate bill recently passed by Congress? We desire to know what provision is made in it for the distribution of cars to shippers. There seems to be some misunderstanding regarding our right to have cars.—S. M. Thorne, Sabina, O.

*Ans:* The Hepburn bill says nothing regarding the distribution of cars, in fact, there is no federal law regulating the distribution of cars. The thing needed is a federal reciprocal demurrage law.

### WHERE CAN I GET INSURANCE WORTH HAVING?

*Grain Dealers Journal:* Insurance on my elevator expires Jan. 25th and I would like very much to know where I can place the insurance so that I can depend upon being insured. I have been carrying \$2,500 on the house at an annual expense of \$43.75 in several companies. I placed the business thru a local insurance agent who does a general business.

A traveling insurance agent who called here recently looked over my policies and said they did not furnish full protection because policy does not provide for insurance against fires originating from sparks from passing locomotives. My lease from the railroad company for the ground on which my elevator stands releases the company from all liability for damages from fires originating from sparks from passing locomotives.

Now if this be true, I would like to know where I am to go to get insurance that will protect me regardless of cause of fire.—W. M. M.

*Ans:* It is far better to place your insurance with mutual companies that make a specialty of insuring grain elevators and their contents. These companies furnish indemnity against all losses and do not seek to shrink their liability thru tricks or by writing all insurance on power plant, foundations and other non-combustible parts, which is occasionally indulged in by sharp solicitors for stock companies who are hard pushed by competition.

Tried running your gasoline engine with good natural alcohol yet? The sport is said to be very intoxicating.

### New President of the Chicago Board of Trade.

The Chicago Board of Trade has been particularly fortunate in the selection of a man for president who has the confidence of all factions. Conservative and careful, Mr. Hiram N. Sager has done much to promote the best interests of the Board, and his work as chairman of the Grain Committee of the Board during recent years has done much to make Chicago a more attractive market for Western shippers and Eastern buyers. Thoroughly to accept the office against his own wishes, Mr. Sager is sure to enter into the work with that enthusiasm and earnestness which has brot such a large measure of success to the efforts of the Grain Committee.

Mr. Sager was born in Liverpool forty-seven years ago, his father being a cotton importer. His parents died when he was quite young and since then he has lived at Lockport, Ill., and Chicago. He was educated at the University of Wisconsin.

During the past twenty years he has been identified with the grain and milling business of Chicago. The first fifteen years he was identified with Norton & Co. and upon the death of J. H. Dole five years ago, he was called upon to take the

position of treasurer and manager of J. H. Dole & Co.

Mr. Sager has twice been elected director of the Board of Trade, is thoroughly familiar with all the work and in hearty sympathy with everything that goes to make Chicago a broader and better market.

The government pays all the cost of inspecting denatured alcohol distilleries, whether their capacity is 10 or 10,000 gallons per day, and whether the inspector's visit is made once a week or daily.

A lot of 2,000 grain doors recently was shipped to the Vandalia road at Terre Haute, Ind., for distribution to the elevators along the line. Good news for shippers. Please send some cars along with the doors.

The New York Cotton Exchange has consulted its attorney as to the advisability of bringing suit against Harvie Jordan, pres. of the Southern Cotton Growers Ass'n, and Congressman Livingstonstone, of Georgia, for libel in their request to the postoffice department to issue a fraud order against the Exchange. The cotton growers allege that unspinnable grades of cotton are tendered on contracts.



Hiram N. Sager, President Chicago Board of Trade.

## The Third Elevator at Peace City.

BY CLYDE TILSON.

June has long been held up to an admiring public as the most enjoyable month of the year, and it fully merited its encomiums the day John Marcy was perfecting his claim against the Robem & Stealem Railroad Company for a shortage in his last shipments of the crop year.

He had proved his claim beyond any doubt and had perused the papers with satisfaction preparatory to mailing to headquarters. As he lighted a fresh cigar and glanced across the street to a blacksmith shop, where two mowers had just been left for repairs, he thot of the good business promised for the coming season. He had handled his share of the last crop without suffering any great losses and having bot grain right and graded close, realized a fair profit. Nothing seemed to discount his expectations of even better business, as the acreage had been increased and the stand of small grain was excellent. In fact, the prospect for an unusually large crop of oats had prompted him to figure on building an annex for storing them.

While engaged in looking over the rough sketch which the builder had prepared, a shadow darkened his door and looking up, he beheld the beaming countenance of Walker Fitch, whose card credited him with representing The Get Next Grain Company of Gogo.

"I have just arrived in a private car with Superintendent McAdow and Division Freight Agent Tubbs. My company proposes to build a line of elevators along this branch and have decided to operate an elevator at this station, but wud rather buy than build."

Mr. Marcy threw the plans for his annex in the waste basket and give serious consideration to Mr. Fitch's proposition.

"Well," he said, "I refused \$8,000 for my plant, last spring."

"Nonsense! We don't propose to put all of our money into expensive elevators."

"Well, this house cost me \$6,000 five years ago, and I have put about \$2,000 into improvements, but I will take \$6,000 cash and get out. Superintendent McAdow can tell you there is not enough grain marketed at this station to justify even two elevators and if three of us have to fight for the receipts, none of us will make any money."

"Mr. Marcy," said Mr. Fitch, "I think it is foolishness to put more than \$2,500 into any country elevator. We don't propose to put more than that in the house we will build at this station."

"I would not think of accepting any such price. I cud not afford to give you my elevator. I am convinced that if you will

not buy my house for \$6,000 you expect to realize a profit from a source in which my competitor and I will have no share."

Mr. Fitch looked wise, and quizzical: "What do you mean?"

"Well, it has occurred to me that inasmuch as you are determined to build here, notwithstanding that I offer you my house for a song, you are receiving a handsome rebate from the railroad on all grain shipped, as an impetus for you to build a cheap shack."

Mr. Fitch smiled: "That may be, but we propose to have one-third of the grain out of this station even tho we have to fight for it."

Mr. Marcy scrutinizing Mr. Fitch's card asked, "Do you buy on track or handle on commission?"

"We do both."

"Well, inasmuch as you are interested only in getting the grain, how would it do for me to ship you my grain? I am not married to any commission man or track buyer. I furnish my own capital and can sell wherever I please."

Mr. Fitch felt certain that Marcy had a detailed drawing of the channel through which the profits flowed into the treasury of the Get Next Grain Company. He looked Mr. Marcy square in the face and told him, "It is grain we want, and we will be satisfied with the shipments, but you must bill it in the name of the Get Next Grain Co. We will treat you right and try to merit all your business. We shall expect, of course, at least one-third and will permit you to buy at your own price. We will not be the ones to institute a fight."

After exchanging opinions on the coming crop and the future trend of the market, Mr. Fitch bade Mr. Marcy a cordial good-bay. Parting brot out no evidences of other than kindly feeling.

Mr. Fitch next called on Mr. Victor Larson two blocks further down the tracks. Now, Mr. Larson had been buying grain at that station for sixteen years and knew every farmer well. The attempted dictation by the city man roiled Larson deeply and he did not hesitate to resent in strong terms what he chose to brand as "an impertinent attempt to run his business." His temper rose quickly, his thots came fast and hot words were cast out without consideration for anybody or anything. He condemned The Get Next Grain Co. to a much warmer clime and Mr. Fitch fearing for his personal safety, made his way to the private car, and the special started for the next station.

John Marcy rescued the plans of his oat annex from the waste basket, neatly tied them up in a piece of brown manila wrapping paper and stored them in a deep drawer way back in his desk. Then he seated himself in his most comfortable



Concrete Piers Upon which were Built Concrete Grain Storage Tanks for American Malting Co., at Buffalo.  
[For Description See Page 36.]



chair, mused and awaited results. He expected that Mr. Fitch would come back, for he knew that his visit to Mr. Larson's office would bring on a storm.

Shortly after the special had wended its way westward, Mr. Larson sought the office of his friendly competitor, and told him of the impertinence of the city chap who attempted to dictate to him, what he would do with his grain. The question was discussed from every point of view and all the different factors taken into consideration. He could not refrain from denouncing the narrowness of the freight officials of the Robem & Stealem Railroad Company, and the shortsightedness of their policy. "If we ship all of our grain in the name of the Get Next Grain Co., the railroad officials might discover our game and refuse to pay any more rebates, but so long as they do pay them, you and I shud have the rebates on two-thirds of the grain shipped from this station to McAdow's pet. I will agree for a time to ship it all my grain providing it is handled in my interest and the rebates obtained on my grain are sent me monthly."

Mr. Marcy shook his head: "You are demanding entirely too much. More, in fact, than it wud dare to give you. If the company were to attempt to obtain rebates from the railroad for us, it wud surely lose the extra profit which it is content to expect on its shipments from our station. I do not relish the idea of dividing the business with any rank outsider; however Supt. McAdow wishes it, so nothing is left for us to do but consent. The Get Next Grain Co. will not disturb our prices, so we can work on a little wider margin and still make a comfortable living."

Mr. Larson stopped walking the floor long enuf to say, "Well, I will agree to do anything to help knock out the Robem & Stealem Ry. Co., since it has agreed to pay for the privilege of dividing our business with the Get Next Grain Co."

"It is a shame," interjected John Marcy, "but we must submit. The railroad will get less money for transporting the grain, the farmers will receive less money for their grain because three elevators must be supported without any increase in the business, and the railroad will bring in less merchandise because the farmers purchasing power will be reduced."

In due time the third elevator was erected, an amicable arrangement was entered into and Peace City fully merited its name, save on widely separated occasions when for a short time, the ruling prices for grain were above those prevailing in central markets, owing to Larson's inability to curb his temper.

The withdrawal of all rebates two years later, placed the shack of the Get Next Grain Co. on the market. It was sold to a company of farmers for \$5,000, loaded to the roof and collapsed.

Victor Larson fought the farmers even more vigorously than he had for the Get Next Grain Co., hence the farmers did not need to rebuild as they were able to buy Larson's well equipped house for a trifle more than the face of the mortgage on it.

The farmers company and John Marcy have long maintained harmonious relations to their mutual advantage, and the Robem & Stealem Ry. Co. transports all the grain without granting any one a rebate.

SOME railroads are said to be contemplating an extra charge for issuing Shipper's Order Bs/L. An extra charge is not justified and shippers should fight the extortion from the start.

ONE of Ohio's big bucket-shops has gone to the wall, but that does not distress its owners, as they will open another shop next week under new and even more attractive name than the old. Suckers are so numerous it does not need prestige or capital to catch them.



New 2,250,000 Bus. Concrete Elevator in Course of Construction at Buffalo, N. Y.  
[For Description See Page 36.]

Shippers have eagerly responded to the request of the Interstate Commerce Commission for facts bearing on the car shortage. At the hearings conducted by Commissioners Franklin K. Lane and John S. Harlan at Chicago and Minneapolis, Congressman Marshall at Fargo, and Commissioner C. A. Prouty at St. Louis and Kansas City, recently, an overwhelming array of specific instances was presented, which in the aggregate seem to convict the railroad managements of gross incompetence.

E. F. Rosenbaum stated that since the season of heavy traffic began it has taken 30 days for his company to get cars to its elevators in Oklahoma and other parts of the southwest after they have been ordered, 30 days more to get them hauled to Galveston, and ten days more to get them to the wharves after they have reached the city limits, making a total of 70 days to move the grain. He said the company's elevators were full and it had to dump grain on the ground at many places.

J. M. Daly, car accountant of the Illinois Central, testified that his road was short of requirements about 10 per cent. The road, he said, owns about 62,000 cars, enough to take care of their business, but they had on their rails only 52,000 cars, both home and foreign. He believed that the new per diem rate of 50 cents would in time remedy the situation, small lines having already placed orders for cars which they probably would not have done under the old rate. He believed that the advanced per diem rate would also prove a remedy for slow movement of freight, so as to obviate the need of any reciprocal demurrage law. One of his objections to reciprocal demurrage was the loss in keeping an enormous force of clerks for the purpose of making records of the rate of movement of joint shipments over the various parts of the route. He advocated a rule to be promulgated by the Interstate Commerce Commission or some

"We have a car of grain we loaded and billed out Nov. 17," said Mr. Swanson, "which is still standing there on the track. Nov. 14 we loaded two cars for





Duluth. We have not heard of their arrival yet."

"What is the distance to Duluth?"

"A little over 300 miles."

"Are these isolated cases you are giving?"

"No, sir; they are not."

"Are farmers anxious to sell wheat?"

"Yes, sir; exceedingly anxious, but there is not any market. Our elevator has only been open for 30 days since fall. The situation has made collections impossible and demoralized business. There is a continued demand for money. We cannot take care of the business. As an example of the way our business is affected, I may state, that Nov. 1, 1904, our deposits were \$59,511; loans, \$15,746; Nov. 1, 1905, deposits, \$47,314; loans, \$30,211; Nov. 1, 1906, deposits, \$45,997; loans, \$54,662. The loss to grain on the ground would be about 25 to 30 bushels on the thousand. But it will be heavier because the jackrabbits are eating it."

At the St. Louis hearing W. O. Brackett of Sherman, Tex., read a series of letters from firms in various cities. He blamed not only the lack of transportation facilities, but the policy of certain railroads in refusing free interchange of cars at junction points. This, he stated, causes the most aggravating and costly delays, and he suggested that the commission evolve some method by which it may be eliminated.

It requires from three to thirty days to transfer cars from one switch to another, and how, as one firm stated, the average time of thirty-two cars on the road, traveling an average distance of 200 miles, is twenty-seven days. He recited various instances where great losses have followed almost unaccountable delays.

Mr. Brackett told of one dealer in Oklahoma, who for two months had stored in temporary bins on the ground 60,000 bushels of corn, representing \$20,000. This

man wrote that he expected "comparative ruin," as he was absolutely unable to obtain cars in which to ship and must hold his corn until proper transportation is available.

Mr. Brackett went into the details of the railroads' operations as he saw them at Sherman, and endeavored to show that the failure to interchange equipment is largely responsible for the prevailing conditions. He insisted that the shipments of cotton could not have had much to do with the car shortage, because cotton was shipped later this year than last, and in 1905 the conditions were not nearly so bad as now. Mr. Brackett told of one instance when 43 days were required to ship a car four miles.

Traffic Manager Wilson of the Board of Trade, testified at Kansas City, that out of 1,065 cars handled during November only 11 were delivered on the same day they arrived. It took all the way from one to 39 days to switch the cars to the proper tracks. Deducting from the table and from his general knowledge of the matter, the average length of time which it takes to switch a car under the present cramped conditions is one week. On the other hand, the receivers had unloaded 91.3 of the 1,065 cars within 72 hours after they had been received. This, Mr. Wilson believed, indicates that the inefficiency of the railways or their incompetent methods are responsible for the present conditions.

H. C. Jett of Fort Davis, Tex.: I tell you we fellows in Texas have got our blood up. We are ready to tear up the tracks.

Lidval, the Russian government grain buyer, who is alleged to have grafted \$400,000 on grain contracts which were to supply wheat to the starving population of the Volga provinces, is reported to have fled the country.

## Calendars.

The calendar as a means of advertising seems to have lost its popularity with the grain trade. Each year fewer firms send out advertising of this character. The finest wall calendar so far received comes from The Sneath-Cunningham Co., Tiffin, Ohio.

A very neat desk calendar comes from H. S. Grimes of Portsmouth, O.

The most ornate calendar of this season's crop comes from the Berne Grain & Hay Co., Berne, Ind.

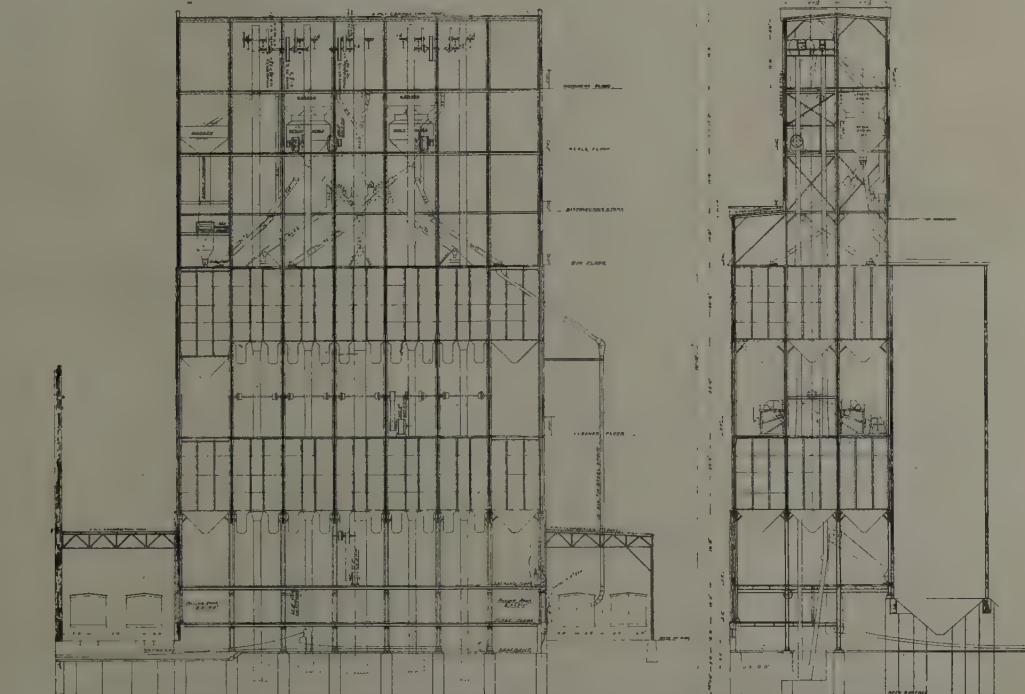
Philip H. Schiffin & Co., of Chicago, are favoring their many friends and patrons in the trade with a wall calendar whose date you can see at a distance notwithstanding the portrait of the beautiful lady which adorns the card.

McCray, Morrison & Co., Kentland, Ind., are sending out a large wall calendar decorated with a reproduction of the beautiful painting entitled "The Willows."

The Weimer Grain Co., Greenville, O., send out a wall calendar bearing a colored reproduction of the famous painting by Edwin B. Child, entitled "The Simple Life."

Reynolds Bros., Toledo, Ohio, contrary to their practise of twenty-two years, will send out no calendars this year. No doubt this will bring disappointment to many grain dealers who have prized the artistic calendars of this firm.

Later troubles have led to the employment of floating elevators at Odessa, Russia. Vice Consul A. W. Smith reports that loading thru the floating elevators costs 1 1/4 cents per 100 lbs., while when done by hand the cost is 2 1/4 cents. The port now has 9 floating elevators, owned by two companies.



Longitudinal and Cross Sections of Working House of American Malting Co., at Buffalo, N. Y.  
[For description see page 36.]

## American Malting Co.'s Fire Proof Elevator at Buffalo.

Very few large firms to-day consider themselves rich enough to indulge in the luxury of a wood grain storehouse, the extra cost of insurance on building and contents alone making it far cheaper to build a fireproof structure. Hence it was but natural that the American Malting Co. should establish a new plant of this character to handle its Buffalo business.

Illustrated herewith are different views of the elevator in the course of construction, plans of working-house and cross section of bins, also large engraving showing the completed house. The elevator is adjoining the malt house and kiln house but neither of the latter are shown in our engravings.

The elevator, a large plant by itself, is divided into three parts: working-house, storage annex and the marine tower.

THE WORKING-HOUSE is a structural steel building, its outside walls being of brick up to the bottom of the bins and of tile from there to its top. The working part is 42x98 and 185 ft. high. It is divided into 8 stories so that below the cupola comes a story of bins. Below it the machine floor; then another row of bins; then working floor on the ground level. The floor between the two tiers of bins carries all the cleaning machines, the uncleaned barley being stored above, then spouted to bins below as soon as cleaned.

The bins of each story are arranged in three rows of seven each, but some of these are subdivided so that 25 bins are provided in each of the bin stories.

On the cleaner floor are 8 machines, 4 No. 10 Invincible Separators for cleaning barley and 4 No. 9 Invincible Separators for cleaning malt. In one corner of the working part is stairway and passenger elevator.

The cupola contains 5 Invincible double needle machines which discharge into a Richardson Automatic Scale. After the barley is weighed it is dropped into a large hopper, which in turn discharges into a screw conveyor that transmits the grain to the steep tanks in the malt house. The cupola also contains 2 Fairbanks hopper scales of 500 bus. capacity each, above each of which is a garner of like capacity.

One of the attractive features of the working house is the elevated sacking floor.

After the malt is sacked it is dropped into cars and weighed on a 100-ton Fairbanks track scale.

All floors in the working part are of book tile on steel tees covered with 1-inch cement finish. The roof is also made of book tile on steel tee supports covered with 4-ply felt and gravel composition.

The working house contains 5 legs, 2 of 6,000 bus. capacity each for handling barley, 2 of like capacity for handling malt and 1 large lofting leg for receiving grain from the marine tower. This leg has an elevating capacity of 18,000 bus. per hour and is designed to give the house large receiving capacity as most of the grain will be received from lake vessels.

On each side of working house are two tracks, two for shipping and two for receiving. On the receiving side is a hopped car pit from which grain runs onto a large rubber conveyor belt by which it is taken to the different receiving legs.

The spouting is made of No. 14 steel and

arranged with turnheads and revolving spouts under the scales which run thru fixed spouts to other turnheads on bin floor and from these heads are fixed spouts to the bins. By this arrangement every bin is accessible to each leg. The spouting from the lofting leg is independent of the other spouting system.

The entire equipment of the elevator is run by electric motors of the three phase 400-volt alternating current type, the current being furnished from Niagara Falls. The total storage capacity of working house is one quarter of a million bushels.

THE STORAGE ANNEX consists of 48 concrete tanks 25 ft. in diameter, 90 ft. high with steel hopper bottoms. The interspaces, of which there are 33, are also utilized for store room, giving a total capacity of 2,000,000 bus.

A special feature of the annex is the open basement, which was secured by supporting the tanks on reinforced concrete piers upon which are superimposed girders. This makes the basement open and light and affords perfect ventilation. Beneath each of the 5 rows of tanks is a 36-inch rubber belt conveyor and a receiving belt from the marine tower.

Over the bins is a complete floor with spout and manholes providing access to every bin. The roof over the tanks is supported on trusses covered with tile. All windows have galvanized steel frames and sash and are glazed with 1/4-inch wire ribbed glass. Above the tanks are three 36-inch conveyor belts each having 2 pulley trippers.

THE MARINE TOWER is a structural steel frame, covered with galvanized corrugated iron, 24x30 and 140 ft. high. The 18-ton marine leg was made of steel

by the Minneapolis Steel & Machinery Co. It has an elevating capacity of 18,000 bus. an hour. It is counterweighted and provided with modern hoist having 7/8 inch cable. A pusher for handling leg is provided with a vertical screw and traveling nut mechanism.

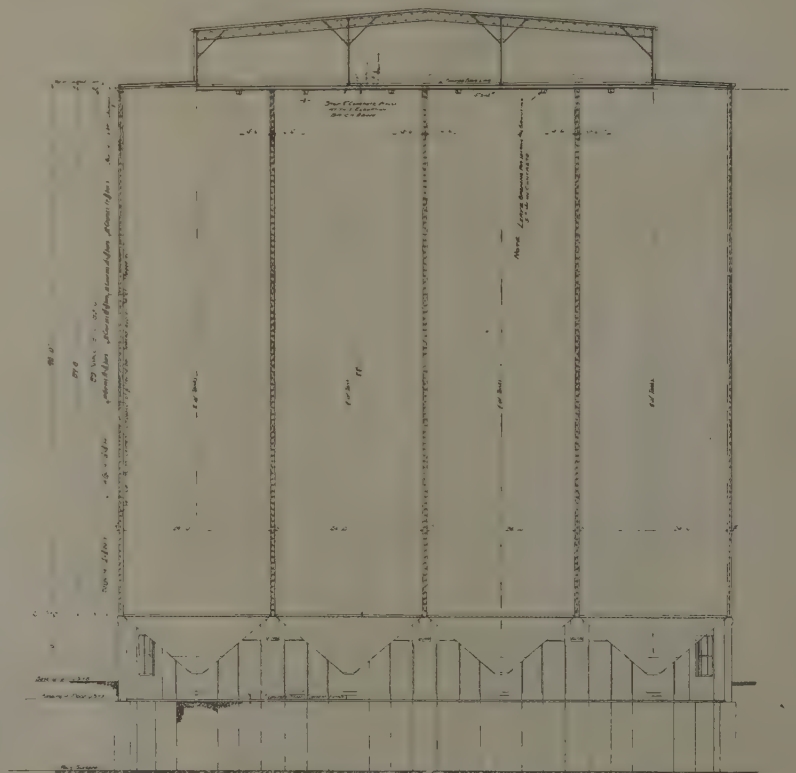
The marine tower has 9 floors of concrete. Its two shipping bins, of 1,000 bus. capacity each, are provided with dock spouts and extension sleeves so that canal boats can be loaded for interior points. These shipping bins are filled by a center conveyor over the tanks, the grain being weighed in the working house.

All openings of the tower are protected by gas pipe railing. The marine leg discharges into a garner, the lower part of which has an open front. Under this garner is a Fairbanks Hopper Scale of 400 bus. capacity. When the draught is weighed the scale discharges into a 1,000 bu. garner underneath, which, in turn, discharges onto the center receiving belt which carries the grain under the tanks to the boot of the lofting leg in the working house. Power is furnished by a 100 horse-power electric motor.

This plant was designed and erected by James Stewart & Co.

The Atlas Distillery of the American Spirits Mfg. Co., at Peoria, Ill., is to be operated at its capacity of 8,000 bus. daily for the production of denatured alcohol.

Wheat bread is rapidly supplanting rice as a food for the common people of Japan, reports Moritz Thomsen, of the Seattle Grain Co., who has just returned from a trip to that country. Bakeries are to be seen everywhere, he says.



Cross Section of Concrete Tanks of American Malting Co., at Buffalo, N. Y.





NEW 2,250,000 BUS. CONCRETE ELEVATOR OF AMERICAN MALTING CO., AT BUFFALO, N. Y.  
[For Description See Page 36.]

### Pick Out Rotten Ears.

*Grain Dealers Journal:* Regarding the marketing of corn, if inferior dealers would only pick out the rotten ears before the ears get to the sheller, grades would be greatly improved. Our receipts for 10 days this month were 212 cars, 45% being No. 3 or better and 55% being No. 4 and no grade. Of the 212 cars 30 were of contract grade, 2 being No. 2 yellow, and 28 No. 3 yellow, percentage being 14. The rest graded as follows: No. 4 yellow, 64; No. 3 white, 40; No. 4 white, 10; No. 3 mixed, 17; No. 4 mixed, 12; no grade, 35, and 4 cars of ear.—A. Gasaway, secy. Toledo Produce Exchange, Toledo, O.

### Can Shipper Collect For Loss.

*Grain Dealers Journal:* I am operating an elevator and in need of practical advice. From October 23 to November 24. I loaded 35,674 bushels of corn into cars at my station. I shipped all the grain to one firm and much to my amazement the returns are short 1,477 bushels of what my books show was loaded into the cars.

I cannot show what cars were short, but can prove that I paid for the total amount. Record of seals on cars at destination does not correspond with the seals placed on cars at this station. Can I recover from the railroad company? If so, what is the best way to proceed?—Towa Shipper.

### Bursting of Elevators.

*Grain Dealers Journal:* Too many men, who have elevators built are looking for cheap men to do their building. Too light timbers and poor foundations are used. Many men are building or contracting, who have never had any practical knowledge of the business; they are not practical mechanics, and could no more go into detail regarding strengths of brace, carrying capacity of timbers or foundations upon the different characters of earths, than I could represent this country at London, Eng., as a diplomat.

My advice is that those who contemplate building get a man whose reputation, thru all persons he has built for, is good; one who can give proof of his worthiness by statements direct from those he has contracted with, and not take up with "Cheap John" construction. There will then be no more collapsing and bursting of grain elevators.—N. A. Grabill, Daleville, Ind.

### Braces Needed in Bin Corners.

*Grain Dealers Journal:* We have noted from time to time in your journal where elevators have broken when loaded, especially in the North and West. A great many of these buildings have been constructed recently, and we beg to express an opinion in regard to the causes.

We are quite certain the fault lies with the builder, and can attribute the trouble to only one cause, and that is improper tying or bracing in the angle of the bins. In a large bin, or any bin over 8' square the pressure is so great that it requires reinforcing, and we supply this by placing angle braces in the corners of each bin. These are made from pieces of dimension the size of the cribbing, are at least 4' long and placed every 4'.

We have noticed these pieces in some elevators nailed to the cribbing on the inside. They do not strengthen the bin at all. The cribbers used them for supporting their scaffold but did not take the trouble to remove them. The proper way to place these braces is flat and let them extend thru the walls of the cribbing and spike strongly at each end. The next piece passing over this brace must be nailed firmly to it so as to make the bin absolutely non-breakable. These braces serve as sway braces, and in a strong wind it is impossible to rack the building.

We may be mistaken in our surmise in regard to the breaking of the bins, but we are certain some have broken on account of this reason.

It is not bracing any point where there is pressure, unless they are placed as herein mentioned, as nailing them in the corner simply stiffens them for wind pressure only.—Younglove Construction Co., Mason City, Ia.

BUY grain by Uniform Grades rules and insist upon the adoption of these rules in all grain centers.

### Estimates of Durum Wheat Crop Must Be Crude.

BY M. A. CARLETON, CEREALIST BUREAU OF PLANT INDUSTRY.

Estimates as to the acreage and crop of durum wheat must necessarily be rather crude estimates, but in estimating the acreage sown to durum wheat during the past season and the production thereof it is risky to give even a crude estimate. It is easier to estimate the production than the acreage.

From all the reports from the field that we have received and judging also largely from letters and market reports from grain dealers the entire production appears to be about fifty million bushels, at least that much, possibly more. On account of the wet seasons the last two years which have produced a considerable change in the behavior of durum wheat it is now much more even than guesswork to say anything about the yield per acre.

The acreage, however, was probably somewhere between the rather wide limits of two and three million acres, perhaps a little over two and one-half million acres. On the whole I should not like to have you place very much importance upon these estimates. You see there are no special statistics taken on the durum wheat, it simply being classed with spring wheat, and as the production is now so very much larger than two or three years ago, it is practically impossible to follow it up from one farm to another as we were formerly able to do. From reports that I have received there is little doubt that the acreage will be much larger next year. A considerable acreage, in fact, has already been sown in the Southwest, where it is planted, as a rule, in the fall.

### O. W. Hutchinson's Elevator at Tonkawa, Okla.

Illustrated herewith is the new 15,000 bu. elevator recently completed at Tonkawa, Okla., for O. W. Hutchinson, by P. H. Pelkey. This house is of studded construction, 2x8s and 2x6s being used. The studding is covered with ship lap and lap-siding perfectly rodded with ¾ inch iron rods and strengthened with stringers outside.

The house is equipped with one stand of elevators which are provided with 12 inch buckets, a No. 28 Eureka Clipper, wagon and hopper scales, making it a complete modern house. Power is furnished by a 10-h. p. Fairbanks-Morse gasoline engine and transmitted by rope.



O. W. Hutchinson's Elevator at Tonkawa, Okla.



## Commissioner Lane's Report on Car Shortage.

Following the special investigation into the car shortage at Chicago, Minneapolis, St. Louis and Kansas City, Interstate Commerce Commissioner Franklin K. Lane has issued a summary of the evidence presented, from which the following is taken:

Fifty million bushels of grain, as nearly as can be estimated, remain on the farms or in the country elevators of North Dakota. But 38 per cent of the crop has been shipped. The country or line elevators at a large number of country stations are full. Some of these reached their capacity as early as September and still contain the grain they then held.

Thousands of bushels of wheat are lying at this time covered with snow in open bins built beside the railroad track. The farmer can not sell because the country dealer can not buy. The country dealer can not buy because the country elevator is still full. The country elevator remains full because the railroad has not moved the grain from the country elevator to the terminal elevator.

The terminal elevators at Duluth, Superior and Minneapolis, which act as great reservoirs, are almost empty and at no time during the season have they been filled to more than one-third of their capacity.

A plan for a proposed car clearing house or a car pool between connecting lines is regarded with much favor. The details of such a plan have not been worked out. The adoption of a rule is suggested fixing a minimum of 50 cents a day during those months of the year when traffic is light and increasing this possibly four fold during the latter half of the year when cars are most needed. The most generally advocated remedy for the failure of carriers to furnish cars when demanded is reciprocal demurrage.

The problem is much deeper and much broader than a mere lack of cars and engines. The real cause of car shortage may lie in the too conservative character of the management, or in the unfitness and incompetency of the operating officials. It may flow from an incomprehension on the part of the directors of the full duty imposed by law upon a common carrier. It may arise out of a policy in railroad operation which gives primary consideration to speculative stock operations. It may come from an inability to secure funds to so fit itself that it can discharge its duty. It may follow in a time of exceptional prosperity from an increase in traffic which could not reasonably have been anticipated. Or it may result from an inability to secure labor and materials necessary to the proper enlarging of the railroad's facilities.

The enactment of a reciprocal demurrage bill will not build railroad track, equipment, enlarge and simplify terminals, nor transform incompetent operating officials into first-class railroad men; but it might stimulate, energize and in some cases revolutionize the methods of delinquent railroads so that they would render the service which they were created to render. This is the theory of reciprocal demurrage. But that of itself it will enable the railroads to render adequate service is not demonstrated by experience.

If the Interstate Commerce Commission is to be vested with power to make rules under which railroads shall be re-

quired upon penalty to furnish cars to shippers, this Commission should also be empowered to make rules under which free interchange of cars shall be effected, or to require railroads engaging in interstate commerce to make such rules for their own protection and provide for their enforcement.

## The Burlington's New Fire Proof Elevator at Harlem, Mo.

Illustrated herewith is a new style fire proof elevator recently built on the Missouri River bottom land across from Kansas City. On the piling a reinforced mattress of concrete was placed, then the concrete walls and piers of basement. The first story thruout is of reinforced concrete. Next comes the circular tile bins extending 60' ft. above the top of the first story. Resting on the tile bin walls a structural steel cupola is built and inclosed with tile forming a most complete up-to-date fireproof structure which is proving very satisfactory.

The elevator is 60'x180'—4 bays wide and 12 bays long, there are 48 circular and 33 intermediate bins with a total capacity of 450,000 bus.

No railway tracks run thru the house. A one story building adjoining contains the three receiving and loading tracks and the receiving pits are constructed in accordance with a patented design which has been used by the builders for a number of years. Four receiving elevators and twelve receiving pits give the elevator large receiving capacity. Below the head of each receiving leg in the cupola is a 1,600 bus. garner and a 1,600 bus. hopper scale. The four large shipping elevator legs are equipped with similar garners and scales, making eight sets in all. This gives the house large handling capacity. All the leg casings and spouts are made of sheet steel.

The grain cleaning machinery consists of four Monitor steel Separators, four Invincible Steel Oat Clippers, and one Iron Prince Scourer. Ten elevators are provided to handle grain from the cleaners so that the work of receiving, cleaning,

and shipping can all be carried on at once.

An 80" steel plate exhaust fan with a full and complete steel piping and dust collecting equipment keeps the plant free from dust.

A passenger elevator affords a means of easy and quick communication between the first floor and cupola stories.

A double drum car puller with steel cable is arranged to serve the three tracks so that cars can be moved in either direction as desired.

The power plant is located the proper distance from the elevator to allow the brick grain drying house to be placed between it and the elevator proper.

The engine and boiler house is a substantial brick building, with book tile roof on steel supports and a reinforced concrete floor. The equipment consists of twin Corliss Non-condensing Engines 20"x48", a 75 h.p. automatic high speed engine for electric plant, 4 200 h.p. internal furnace boilers, 2 boiler feed pumps and 1 900 h.p. feed water heater and purifier.

The power transmission is mainly rope.

A small engine in dry house and motor for dry leg make it possible to operate the drying plant without running the large engines.

The plant has been in satisfactory operation since Nov. 1st, and the owner, the Burlington Railway Co., has placed with the builders, The Barnett & Record Co., an order for a 500,000 bus. Fire Proof Tile Storage addition.

Spain's import duty on wheat, which already was exorbitant, is increased by the recent authorization of the minister of finance to impose an additional 2½ pesetas per 100 kilos. The full duty is 18s 4d per 480 lbs.

A plucky little English sparrow which, during the storm of a few days ago, flew through one of the open windows of the Philadelphia Commercial Exchange and took refuge under one of the steam radiators, has become a fat, saucy "mascot" on the grain offals, and everyone is guessing now what this omen means.—S. E.



C. B. & Q. Railway's New Fireproof Elevator at Harlem, Mo.

# Letters From Dealers

[Here is the grain dealers forum for the discussion of grain trade methods, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal so your convictions will be given wide circulation and have great influence. Write it now.]

## STRIKE FOR CAR SHORTAGE REMEDY NOW.

*Grain Dealers Journal:* Your remark that the average country grain shipper does not seem disposed to devote much time in earnest study of his own problem is indeed most opportune. Frankly, I can not understand the present situation. The lethargy of the shippers, their inaction, indifference and apathy is, it seems to me, really appalling.

It appears to have gotten abroad in the land that the sole necessity in rate matters, or in fact in any other matter, is to get a law upon the statute books. When an enactment has been passed by the legislature and approved by the Executive, people seem to think that this is all that is required. The sun of the railroad rate bill is supposed to dissolve and forever make impossible the frosts of railroad discriminations.

I need not say to you, that, generally speaking, the mere engrossing of a law produces no results; it is the execution of any remedial law which produces efficient results. There are a few stray straws which shows how the wind blows. The call for the Reciprocal Demurrage Congress in Chicago is one such straw.

The iron is now hot for the shippers to deny the concerted statement that the shippers are responsible for car shortage because they detain cars; you know and I know that no business, shipping in carlots, can stand the tariff of \$1.00 per car per day, for the profits will not permit it. The time for securing a national reciprocal demurrage law will have passed, at least temporarily, by spring. The big stick ought to swing when every man, woman and child in the United States is hearing about car shortage. When car shortage ceases, the necessity for the enactment of such a law will be very much less. Very truly yours, John B. Daish, Washington, D. C.

## W. A. Bryant.

As was announced in the last number of the Grain Dealers Journal, the firm of W. A. Bryant & Sons Co., who have been in the grain business at Cedar Falls, Ia., for a quarter of a century, purchased the grain brokerage business of J. H. Faulkner & Co., of Cedar Rapids, and moved it to their Cedar Falls office.

This firm, which is one of the oldest grain firms of the state, started at Cedar Falls and by degrees has established a line of elevators and lumber yards in the northern part of the state.

As the sons grew up they have been schooled in the business and given responsible positions in either the grain or the lumber departments until now five sons of the senior partner are actively engaged in the business. Thru their traveling about the state, they have built up an extensive acquaintance. A portrait of Mr. W. A. Bryant, who is president and general manager of the company and founder of the business, is presented herewith.

**THE CALL.**  
*Grain Dealers Journal:* I have read with considerable interest articles on "The Call" pro and con, which inspires me to record myself in favor of same as it is now, believing it to have many merits over the (blue sky) regular Board of Trade option deals, which is composed of about 90% pretense and 10% reality, whereas the "Call" is vice-versa.

The Call deals in No. 3 and No. 4 grain such as the country has for sale, instead of the high standard required by regular options that is principally obtained by re-handling, by the large elevator concerns that never raised a bushel.

The Call is maintained by men that mean business, and the Option is maintained by speculators in all classes that have little or no interest in the real grain.

So far as to the old time option being useful for hedging purposes it has long outlived its pretended purpose, therefore "The Call" is necessary to correct this evil.—Geo. D. Henry, Fairfield, Ia.

## UNABLE TO GET CARS OR MOVE FREIGHT IN TEXAS.

*Grain Dealers Journal:* I have frequently been charged demurrage for one or more days at \$1 per day per car for time taken to load beyond 48 hrs. Then I have had the pleasure of seeing the same car on which I paid demurrage stand on the side track where loaded for 5 to 10 days after completing the loading.

In such case it would be but just that the company pay the shipper at \$1 per day per car for its delay of this same shipment. I have never collected such just dues. It seems to me that the law to be just and effective should work on both the carrier and shipper to the same extent.

This fall we have not had any cars after demands for weeks—delaying everything. And where legal demand has been made, in many cases, the same has been disastrous to shipper or consignee, he having to pay the \$25 per day per car demurrage, after legal demand, so we understand. This latter trouble, we learn, has been the experience of people to whom we ship.

We also understand the railroad commission says the remedy to the shipper seems to be the courts.

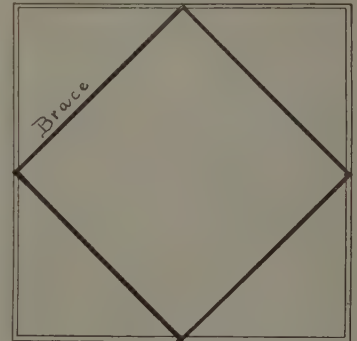
This remedy would be costly, annoying

and yet would not move any shipments or furnish any cars in time to relieve any one.

If profits on the business must come through damages secured by the courts, the shipper had better close up and go a-fishing. One thing seems certain and that is that the railroads have not sufficient cars to do the business after the harvests of this rapidly growing and developing agricultural, mining, grazing and manufacturing country. The railroad equipment seems not to keep pace with these ever expanding conditions. Yours truly, G. W. Crossman, Garland, Tex.

## SOME ESSENTIALS IN ELEVATOR CONSTRUCTION.

*Grain Dealers Journal:* I desire to submit my opinion concerning the frequent bursting of elevators and how it may be prevented. I have built a great many elevators and have never yet had one to break away.



You will see from the sketch I have drawn the shape of the braces I believe best designed for strength. Each bin must be individually supported for if it is not it is liable to spring when heavily loaded, and then the elevator will give away.

If the elevator is cribbed, wood braces should be used, placed close to the center of each bin, about five feet apart and well bedded in the wall. If elevator is studded, cut the studding about six feet long. After studding is toned down block between every stud using first 20d. nails. After blocks are set in, use 40d. nails as this will help you to keep from marring the studs. Continue this to top of the bin, then use timbers across the top to tie it together. It is not essential that heavy timbers should be used. The collar beams should be bolted to the rafters, thus making it possible to fill every bin to the top without a possibility of breakage. On the other hand only one bin may be filled while the balance remains empty, and still the equilibrium of the elevator will not be affected.

Imperfect foundations have been the cause of a great many elevator disasters. In preparing to build, begin on solid ground, making the bottom level all around. Place anchor rods under all of the bins about eight feet apart and high enough above the walls to support 10x10 timbers. Timbers should be bolted with rods not less than one inch thick. If the ground should be soft use three inch



W. A. Bryant, Cedar Falls, Ia.



oak plank on which to start the foundation as it will not rot readily.

When the 10x10 timbers are bolted fast to the walls, lay a second layer of timbers across on top of the first one. Whenever you desire bearing to support bins use iron pins through both timbers. Don't mortice or cut gains. As there will be some space left between the timbers it should be blocked. I don't use any rods or never mortice or cut tenons. I am very particular, however, about leveling the timbers and insist upon their being level.—Bernard Moreland, Bellflower, Ill.

## "SHORT WEIGHTS AND FALSE GRADES AT GALVESTON."

*Grain Dealers Journal:* I have in the past year read a great deal in the daily papers about the different trusts, corporations, and railroads—how they overcharge and take advantage of the people, and how to put a stop to this wrong-doing all over the country. One thing the agitators have failed to touch upon, a point which touches me at a vital spot, I wish to call to the attention of grain shippers. It is the question of shortages.

I have been in the grain business for 27 years, and I believe I have bot and paid for not less than 40,000 bus. of grain, mostly wheat, for which I never received a penny in return. At first, I was made to believe that all this loss occurred in transit, and could not be helped. Thru these many years I have been trying to locate the wrong where it belongs. Admitting that in some cases the shortage comes from leaky cars, I am fully convinced that 90 per cent of all shortages occur at the places where the cars are unloaded.

Let me illustrate: A few years ago I loaded out of my elevator at Hillsboro, Kan., 20 cars of wheat, which I shipped to two mills in Kansas. The first car I billed to Mill H. and the second to Mill S., and so forth, each mill receiving every other car, the nineteenth car being sent to Mill H. and the twentieth car to Mill S. These cars were all carefully coopered and loaded by myself, and here are the results: The shortage at Mill H. was from 2 to 5 bus. per car, while the shortage at Mill S. was from 14 to 17 bus. per car, making the total shortage at Mill S. 120 bushels more than at Mill H. I could cite you to many other cases, showing that the losses occur at the elevators and mills where the grain is unloaded, to help swell the profits.

Of course in the northern states this question has been under discussion for late years, and some improvements have been made, but not to the extent that it should be.

I now run an elevator at Cordell, Okla., and on account of excessive freight rates, am compelled to ship all grain south, and here my experience with shortages caps the climax. This morning I received returns on a car of oats, 70 bus. short. My shortages on oats run from 15 to 75, and in some cases even 90 bus. per car; and on wheat from 15 to 40, and in some cases 75 bus. per car.

The question is: How can this be remedied? Not until Congress enacts a national law to compel all railroad companies to put up scales at all stations loading out a reasonable number of cars in a year. Make them give the shipper a receipt for the amount loaded in the car, thereby making them responsible: then they would look after the weights at the other end.

Twenty-five years ago the writer saw what was going on in the way of weights,

but then it was only in a small way; the graft was in its infancy. This infant has grown until at the present time he is a full grown negro, depending upon the industry of others for his support. If he is permitted to grow and develop without stop or hindrance, he will in a short time develop into an avaricious giant.

I would like to hear from someone as to the best method of stopping the practice of taking our No. 3 and No. 4 wheat which is shipped to the large grain centers, and grading it as "no grade," or at best "rejected," and, after it is once in their own elevator, grade it No. 2. The same inspector which graded our wheat "rejected" now grades it No. 2 or No. 3 when it is loaded into the ship.

Brother shippers, go to work; write your congressmen about this matter: do not depend too much on the Grain Dealers' Ass'n. These secretaries who are supposed to help us out in that line are but human beings; tho I must give Smiley, of Kansas, credit for what he has done: I do not think he is a partner in any of the big elevators, either at Galveston or some other grain center. Yours truly, Peter Lorenz, Cordell, Okla.

Paraffine is prohibited in finishing rice under the food law effective Jan. 1. Millers are permitted to use instead a very small quantity of glucose and talc, if the use is stated on the label.

## New President of Toledo Produce Exchange.

The Produce Exchange, of Toledo, O., which was organized thirty years ago, was preceded by a Board of Trade which had been organized in 1845. Its membership is confined to merchants identified with the grain business. It has always been recognized as a potent factor in promoting the grain and seed business of the city. This week it has elected new officers and selected a man as president who is well known to ass'n workers in different sections of the country—Mr. Fred Mayer, who is now president of the Ohio Grain Dealers' Ass'n, and for a time was vice-president of the Grain Dealers' National Ass'n. His firm has been an ardent supporter of both organizations for many years.

Mr. Mayer started in business as messenger boy for the Western Union Tel. Co. at the age of fourteen. Shortly afterward he accepted a similar position with R. Hallaran & Co., of which J. F. Zahm was the junior partner. When the firm of J. F. Zahm & Co. was organized fifteen years ago, Mr. Mayer was admitted to partnership and ever since has edited the famous Red Letter, in addition to his many other duties.



Fred Mayer, President Toledo Produce Exchange.

### More Grades Wanted.

*Grain Dealers Journal:* Apropos of the new grading rules formulated by the Uniform Grade Congress I submit for criticism and comment some ideas which have long been in my mind.

I write from a New York point of view, the only one with which I am familiar, but the suggestions I make might be appropriate to other markets as well.

We have of each of the various kinds of grain practically four grades established, number one, number two, number three and number four. We also have "unmerchantable" grade for heating grain, and in addition, the rules provide for grain to be designated "No grade," which for any reason cannot be placed in the regular grades; such "No grade" grain is stored "identity preserved" by the elevators except when they are crowded for room, in which event the receivers are obliged to confine themselves to one or two "lots" for their "No grade" grain, regardless of the consequences of running together grain of quite dissimilar characteristics.

If we had sufficient elevator capacity, so that every receiver could keep his different lots of grain "identity preserved," and sell them by sample on their merits, the question of grade would not be so important, but we have not the elevator capacity, and the railroads could not afford to provide a separate bin for every carload, so, therefore, a free use must be made of the regular grades, and a large proportion of the grain classified from one to four, leaving the "No grade" for special and exceptional cases.

Now, when we come to the working out of our present plan of grading the different grains, we run up against the resulting hardships. The standard for the No. 1 is set so high as to be practically unattainable and consequently is of no utility.

The No. 2 grade is also very difficult to fill, especially on straight run of grain

from the country. This season we fortunately had a fine crop of Winter Wheat, the greater portion grading No. 2, but this year is an exception, and the statement remains true that the No. 2 grade is rarely received by a shipper of grain.

We are, therefore, left with only the grades of No. 3 and No. 4 to take care of nine-tenths of our crops. Think of it! When we consider all the differences in various samples of grain, and the many reasons why they fail to fill the grade of No. 2, it seems absurd promiscuously to throw the "off grades" into No. 3 and No. 4.

Take Red Winter Wheat as an example. No. 2 Red Winter Wheat must be "sound, dry, reasonably clean and test 58 lbs." Therefore any wheat which is damp, soft, musty, smutty, mow-burnt, dirty, shriveled, bleached, underweight, fly cut, weevil cut or contains garlic or over a small percentage of cockle, rye, chess, broken grains, grown grains or foreign grains or seeds will grade No. 3 or No. 4. As a consequence these grades convey no information to the buyer.

A No. 3 Red Wheat may be a bleached, shrunken, shriveled, light weight wheat, or it may be plump and heavy, but a little smutty, or contain a little chess or cockle; or again it may be shrunken and shriveled as well as a little smutty and also contain some chess and cockle. In other words, the wheat may grade No. 3 for one defect or it may be No. 3 with half a dozen defects. However, they all go into the same bin.

In the No. 4 grade the uncertainty is still greater. One may expect almost anything except heating grain. You may have sound grain or unsound, light weight or heavy, garlic or no garlic, dry or damp, hard or soft, dirty or clean. The practical result of such a system is that the buyer or owner of No. 4 Red Winter Wheat "on the grade" can have not the slightest idea of what he is going to receive until the actual grain is delivered

to his mill, elevator or steamer. As a consequence, No. 4 "on the grade" is almost impossible to sell except in years when wheat runs uniform in quality and dealers become familiar with the general character of the "off grades."

The same results obtain in other grains. No. 4 White Oats may be damp, mow-burnt, musty, badly stained or rusty or of very light weight or much mixed with barley, wheat or seeds. The oats may have only one of the above defects, or they may have *all*. However, under our system they all go together into the same bin. One receiver may put into the elevator a car of bright, sweet oats, but only testing 25 lbs. or perhaps containing a heavy barley mixture. When he orders out his elevator receipts he may get musty, dirty and discolored oats, and they may be light weight and mixed with barley as well. A bright, sweet, heavy barley mixture receives just exactly the same grade as a musty, stained, dirty, light weight barley mixture. Oats weighing 25 lbs. go into the same bin as oats weighing 35 lbs., provided they both have *some one defect* which throws them out of the No. 3 grade.

It is not necessary to go further into details. Every handler of cash grain knows from his own experience that the range of quality in No. 3 and No. 4 Wheat, in No. 3 and No. 4 Oats, in No. 4 Corn is such that he is very loath to buy them except on sample, and that if he is obliged to sell "on the grade" he must sacrifice his price to compensate the buyer for the risks and uncertainties he faces. Now, why should we have a system that penalizes the owner of No. 4 grain whenever it is put "on the grade?"

In order to overcome these difficulties, and give justice to the owners of grain, it is essential to have *more working grades* than at present, and to give each one of them a more definite character. This proposal may encounter

### An Ear of Indiana Corn.

We are greatly indebted to T. A. Morrison of Kokomo, Ind., for the photograph of the large ear of corn reproduced herewith. The genial Tom insists that this is merely a sample of what Hoosier dirt will produce. He neglected to tell us how many car loads the ear made, but surely it would grade No. 1 according to the new rules drafted by the Uniform Grade Congress.

### C. D. Williams.

Herewith we give the portrait of C. D. Williams, who for the past three years has been superintendent of the Kansas-Missouri Elevator at Kansas City, Mo. Formerly Mr. Williams served two years as superintendent of the Merchants Elevator in Kansas City.

Automatic scales are being tested by the U. S. Treasury, which has an appropriation of \$25,000 for the tests.

Wheat from Algeria, Africa, has succeeded in the state of San Luis Potosi, Mexico, where wheat has hitherto been a failure. It is said to be hardier than the native wheat and to yield double the crop.

If I ever engage in the grain business again I will not be without the Grain Dealers Journal, as the useful information received from it pays the subscription price many times over.—J. F. Plice, Marion, Ind.



A Sample of Indiana Corn.



C. D. Williams, Kansas City, Mo.



some opposition from the elevators, but a little consideration will show that it will really work towards giving them more bin room, by eliminating the constant pressure of merchants for the privilege of keeping their grain "identity preserved."

It is not my desire to go deeply into details, or to define just what each grade should be; I merely wish to sketch out the principles which should govern a revision of the grades, basing them on a more careful classification of the characteristics and defects of the various grains. Of course each of the grains must be considered individually, but the general idea is the same throughout. Recurring again to Red Winter Wheat as an illustration, I would recommend:

(a) Make greater use of No. 1 grade, the standard for which should be about the same as that now set for No. 2 grade.

(b) Broaden the standard for the No. 2 grade so that it shall take in the sound, merchantable wheat raised in the country. Don't make it a technical grade, but remembering it is No. 2 and not No. 1, let it take in the wheat that the average honest grain dealer and miller will pass as No. 2. Such wheat as a dealer in a town where there is no inspection would ship to a miller in a town where there is no inspection, and recommend it as "good milling wheat," such wheat as is delivered on "out inspection" in most markets, and for export as No. 2.

(c) Establish a grade of No. 3 for fair but inferior, somewhat damaged and "foul" wheat.

(d) Establish grade of No. 4 for the lowest, poorest and dirtiest "sweet" grain.

(e) Establish grade of No. 5 for unsound wheat, which would include such as is musty, heat-burnt, badly smutty or damaged.

(f) Establish grade of A1 for fancy, selected, extra choice wheat.

(g) Designate wheat containing garlic as "Southern" in addition to its regular grade.

(h) The designation "Steamer" to apply to all wheat (except No. 4 and No. 5) which is damp, which with reasonable care and handling can be kept in merchantable condition, such grain to be handled from time to time when necessary at the expense of the owners of the elevator certificates. If any lots dry out or harden, same to be re-inspected and regraded at the expense of, and for the benefit of holders of the oldest certificates outstanding.

The practical workings out of the above suggestions might result in the establishment of the following grades:

## RED WINTER WHEAT GRADES:

A1 Red Winter Wheat shall be sound, dry, bright, clean, uniform berry, free from seeds or foreign grains, test 61 lbs. and contain not over 2 per cent White Wheat.

No. 1 Red Winter Wheat shall be sound, dry, clean, contain not over 1 per cent of foreign matter, nor over 5 per cent White Wheat, and shall test 59 lbs.

No. 2 Red Winter Wheat shall be sound, may be slightly damp, somewhat bleached or shrunken, may contain not over 2 per cent of foreign matter or damaged grains (except mow-burnt wheat), may contain 10 per cent White Wheat and shall test 58 lbs.

No. 3 Red Winter Wheat may be slightly damp, slightly smutty or slightly musty, may contain not over 5 per cent of foreign matter or damaged grains other than mow-burnt wheat, and not

over 1 per cent of mow-burnt wheat. Shall test 56 lbs. and may contain 10 per cent White Wheat.

No. 4 Red Winter Wheat shall include wheat unfit to grade No. 3, which may be damp, very dirty or excessively mixed with foreign grains or seeds, very bleached, shriveled, shrunken or sprouted, but not otherwise unsound.

No. 5 Red Winter Wheat shall include such wheat as is musty, mow-burnt, badly smutty or otherwise damaged or unsound.

"Unmerchantable" grade shall include all heating, weevily, fly infested, mouldy grain or such that is in any way unfit for storage.

Wheat containing dirt, straw, chaff, ches, smut balls or other foul matter which may be raised in grade by cleaning shall be cleaned under the supervision of the Inspection Department by the elevator while being unloaded, and the expense for such cleaning shall be a lien on the grain.

In the grading of oats our present rules do not differentiate sufficiently in the all-important points of test weight and mixture of foreign grains. Our rules permit the same grade for oats differing many pounds in test, whereas the market difference might be 2c per bushel. It seems essential to trading in oats "on the grade" that oats of various test weights be kept in different grades.

## I SUGGEST GRADES FOR WHITE OATS.

A1 White Oats shall be white, sound, bright, dry, clean, free from dirt and foreign matter, and test not less than 32 lbs.

No. 1 White Oats shall be white, sound, bright, though may be slightly stained, dry, clean, shall not contain over 1 per cent of dirt and foreign matter, and shall test from 30 to 32 lbs.

32 lb. No. 1 White Oats shall be No. 1 White Oats testing from 32 to 34 lbs.

34 lb. No. 1 White Oats shall be No. 1 White Oats testing 34 lbs. or over.

No. 2 White Oats shall be 95 per cent white, shall be sound, of fair color, but may be slightly stained and rusty, and slightly damp, and shall not contain over 2 per cent of dirt and foreign matter, and shall test from 28 to 30 lbs.

(Note)—The grade of No. 2 White Oats shall be of a standard to include the bulk of commercial, sound, merchantable oats.

30 lb. No. 2 White Oats shall be No. 2 White Oats testing from 30 to 32 lbs.

32 lb. No. 2 White Oats shall be No. 2 White Oats testing from 32 to 34 lbs.

34 lb. No. 2 White Oats shall be No. 2 White Oats testing from 34 lbs. or over.

No. 3 White Oats shall be 95 per cent white, may be stained and rusty, slightly damp, slightly musty, shall contain not over 5 per cent of dirt and foreign matter, and shall test not less than 24 lbs.

No. 4 White Oats shall be 90 per cent white, may be damp, badly stained and rusty, slightly musty, slightly mow-burnt and shall contain not over 10 per cent of dirt and foreign matter.

No. 5 White Oats shall be 90 per cent white, shall include all White Oats which are excessively dirty or excessively mixed with foreign matter, which are musty, mow-burnt, badly rusty, damp beyond the limits of the steamer grades, or otherwise unsound or damaged.

Steamer grades. All damp oats, which are otherwise fit to grade A1 White Oats, No. 1, No. 2 or No. 3, shall bear the designation "Steamer" before the regular grade, if with reasonable care and

handling they can be kept in merchantable condition, such oats to be handled in the manner provided for steamer grades of wheat.

Oats otherwise fit to grade No. 1 or No. 2 which fail to grade on account of excessive wheat, rye or barley mixture, shall be graded with designation "wheat mixed," "rye mixed" or "barley mixed," provided such foreign grain shall not exceed 15 per cent of the total by weight. Such grades shall not bear any notation as to test weight.

The above suggestions for grading Red Winter Wheat and White Oats can be applied with necessary modifications to all the other varieties of grain. I do not adhere strongly to any of the particular percentages or qualifications used for various grades, altho I have in many instances changed my original phraseology to conform to that adopted by the Uniform Grade Congress, but experience has proved to me that our present limited number of working grades is insufficient for practical purposes. Damp grain should not be indiscriminately dumped into No. 4 regardless of whether it's sound or unsound, clean or dirty. It should be set aside and graded according to its other qualities, otherwise we work an injustice to the man who takes care of his grain and sends it to market in the best possible shape.

For similar reasons I have suggested keeping separate wheat containing garlic, which after a lapse of time can be cleaned and freed from the objectionable matter. Also suggested keeping separate the various weights of oats and the oats mixed with foreign grains. Oats are regularly traded in according to test weight, and it is not fair to the buyer of 38 lb. Clipped Oats to have it graded the same as 36 lb. Oats, or to have oats free from foreign grains, just because they are damp, run with heavy barley mixture, or to have a heavy barley mixture, but otherwise sweet and sound, run with musty, mow-burnt and badly damaged oats.

By such careful consideration of the characteristics of our grains and a recognition of the commercial side of the matter, we could have our grades really represent something to the buyer and seller, and trading "on the grade," especially the lower grades, would not be fraught with the present uncertainties. Very truly yours, Innominata.

W. H. Moore, of Chicago, Ill., has been elected pres. of the National Good Roads Ass'n.

Visitors to certain grain exchanges do not receive a favorable impression from the dust covered and weeks' old grain samples accumulated under the sample tables.

One of the most vicious forms of gambling is the bucket-shop, where wagers are made upon the rise and fall of the stock or grain markets. The present statute on this evil is inadequate, as under the definition given in the statute, it is extremely difficult to establish by legal proof the existence of a bucket-shop, and the penalty is only a light fine. I recommend the enactment of a rigid law to suppress these places. Other methods of gambling have been made felonies, and the setting up of a bucket-shop should be a felony. All employees, telegraph company officials, or operators knowingly aiding in maintaining a bucket-shop should be punishable as principals.—Governor Folk's Message to the Missouri Legislature.

# Grain Trade News

## ARKANSAS.

Little Rock, Ark.—The grain committee of the Board of Trade at a meeting Dec. 18 adopted a resolution endorsing federal grain inspection.

## CANADA.

Cardston, Alta.—The Alberta Farmers Ass'n will build an eltr.

Meadows, Man.—Several cars loaded with grain were wrecked recently on the C. P. Ry.

Amherstburg, Ont.—Samuel Green, Jr., had a rib cracked recently while throwing the belt over a pulley in his father's grain warehouse. His coat was caught on the pulley.

Montreal, Que.—Members of the Corn Exchange held a meeting Jan. 4 to express their indignation against the railroads for disastrous delays in the transit of merchandise.

Winnipeg, Man.—In the suit of the Grain Growers Grain Co. against members of the Grain Exchange daily hearings are being held and the grain dealers are testifying freely with regard to the division of grain bot at country eltrs.

Fort William, Ont.—The Consolidated Eltr. Co. is erecting a 1,000,000-bu. concrete and tile eltr. to consist of 32 storage tanks and a workinghouse comprising 12 concrete tanks and an unloading shed. The plant will be completed next fall.

Winnipeg, Man.—At a well attended meeting of the Grain Exchange Jan. 4 the two following resolutions were unanimously adopted: That this meeting endorse in every particular the action of the council in cancelling the trading privileges granted the Grain Growers Grain company and also all the steps taken by the council in connection therewith. That the rule relating to the granting of trading privileges to firms and corporations be amended by providing in the event of the council refusing to recognize any firm or corporation, or in the event of the cancellation of any privileges granted, such firm or corporation shall have the right to appeal from the decision of the council to a general meeting of the exchange, and the exchange at such meeting may then authorize the council to register such firm or corporation or to declare that such firm or corporation shall be granted such trading privileges as the said meeting shall think fit to determine under the circumstances of each particular case, provided that upon the granting of any such trading privileges the same shall be subject in all things to the provisions of the rule as if the same had been originally granted, except as varied by the said meeting, and the council is hereby instructed to take the necessary steps to have an amendment introduced in accordance with this motion.

## CHICAGO.

Frank M. Bunch has resigned from the appeals committee of the Board of Trade.

The Hooper Grain Co. succeeded

Lasier & Hooper Jan. 1, David S. Lasier withdrawing.

Board of Trade clearings for 1906 were \$43,480,000; against \$56,794,000 for 1905 and \$99,101,000 for 1904.

The Great Western Cereal Co. incorporated, capital stock in New Jersey \$3,000,000, in Illinois \$100,000.

Geo. Clark Chapman, at one time engaged in the grain and warehousing business, died Dec. 27, aged 73 years.

A score of members of the Board of Trade were recently posted as having neglected to pay their dues for 1906.

The public warehousemen are advertising their rates for grain storage as required by law. The rates are unchanged.

The Corn Products Refining Co. has been granted 1,600 ft. of dockage along the drainage canal for its new plant at Summit.

Bids on the cash grain call for No. 3 corn recently have been 1½ to 1¾c higher for March shipment than for 10 days shipment.

Geo. S. McReynolds, who was convicted of fraudulently removing grain from his warehouse, has been denied a new trial.

The shipping business at Chicago is suffering from the scarcity of cars. Many oats would be moved out for the east if the cars were to be had.

Van Wie & Moorehead, incorporated, capital stock \$25,000; incorporators Chester F. Van Wie, Walter G. Moorehead and Laverne A. Lewellyn.

Pit traders will gladly emulate the example of Johnny Upham if he will show that the wearing of a green vest aids the acquisition of the "long green."

George H. Leonard, at one time a heavy operator in the grain pit, and a partner of B. Peters Hutchinson in wheat deals, died Dec. 28 at Spangle, Wash., in the poor house.

Chas. H. ReQua of ReQua Bros., who was nominated for the office of pres. of the Board of Trade, declined to run because his large private interests take up too much of his time.

The special form of contract designed to evade the statute against puts and calls, was recently decided to be illegal, by the Supreme Court of Illinois in the suit of Woods v. Bates.

The annual sample throwing that has marked the close of the year was severely frowned upon, so that on Dec. 31 no one on the floor of 'Change had his apparel smirched with grain or flour.

The retirement of memberships by purchase out of the general fund was defeated by a vote of 248 to 248, a tie, on Jan. 3, and the directors of the Board of Trade will again post the proposition for ballot.

The annual dues of members of the Board of Trade have been increased \$25 and for 1907 will be \$75. The number of members paying dues has been reduced the past two years and the expenses are getting heavier.

One-half of the linseed oil mill of

Euston & Co., on the Milwaukee & St. Paul Ry. burned New Year's night, causing a loss of about \$125,000. The plant is owned by Alexander Euston, of St. Louis, and his son Edwin Euston.

Chas. Sincere, formerly with John Dickinson & Co. has engaged in the commission business on his own account, with offices in the Home Insurance bldg. As Chas. Sincere & Co. he will execute orders in grain, provisions, stocks and cotton.

The international waterways commission has decided to recommend a maximum diversion of 10,000 cu. ft. per minute thru the Chicago drainage canal, the amount originally asked by the district, which was cut down by the United States government to 4,160 cu. ft.

William E. Dodson's appeal to the Supreme Court of the state from the ruling of the Board of Trade directors that he must pay his dues for the 10 years he was suspended, has resulted adversely, the court holding that the Board has the right to manage its own affairs.

The Chicago River Improvement Ass'n has been merged into the Chicago Commercial Ass'n, and the campaign for the improvement of navigation will be pushed. The Commercial Ass'n has appointed a committee, of which Geo. E. Marcy is a member, to give the work special attention.

Solicitors employed under sec. 33 of rule IV "may receive from their employers compensation in the form of a fixed salary, such salary not to be changed until it has been in force at least 6 months" is an amendment to the rules of the Board of Trade voted by the directors.

John Hill, Jr., on Jan. 3, wrote letters to the governor, attorney general and state's attorney, urging action on his request made 5 months ago that the eltr. proprietors be punished for alleged contempt of court in violating an order against public warehousemen dealing in grain.

Applications for membership in the Board of Trade have been made by Milford N. Hull, Arthur M. Millard and Lee Frank. John Theodore Woesten and W. H. Martin have applied for reinstatement to membership. Application for transfer of membership have been made by Arthur D. Pacaud, James J. Young and Kenneth J. Muir.

Objections of the inspection dept. to stationing an inspector at the new Santa Fe Eltr. were overcome at conference Jan. 10 between the warehouse commission and a comite of the Board. Tho the house is part public and part private, part cleaning and part storage, Chief Cowen yielded to the popular opinion in favor of the inspection being granted. The bins in the cleaning house are to be sealed when grain is run thru to the storage tanks, and several weighmasters will be placed on duty at the house by the Board of Trade.

Geo. L. Stebbins, manager of the new Santa Fe Eltr., has made all arrangements to operate the plant as a public house. The directors of the Board of Trade have approved the application to declare the house regular, from Jan. 2 to July 1, 1907. It remains for the state grain inspection dept. to station an inspector there. The storage rates have not been officially published, but it is understood the charges will be the same as in the other public warehouses, except



that for the first 10 days' storage the charge will be  $\frac{1}{2}$ c instead of  $\frac{3}{4}$ c.

A light vote was cast at the annual election of the Board of Trade on Jan. 7. For pres. and the committees of appeals and arbitration the candidates on both tickets were the same. The contest was in the choice of second vice pres. and directors. The additional members of the board of directors elected are Chas. H. Sullivan, Frank M. Bunch of Rumsey & Co., Chas. Baker, A. J. White, Frank Rice, J. J. Keller, Thomas Y. Wickham, Harry Boore and John J. Keller. John A. Bunnell was chosen vice pres. over W. K. Smith. On the committee of arbitration J. C. Wood, Geo. A. Wegener, Frank G. Ely and Chas. P. Randell hold over, the additions being George T. Carhart, C. F. Schneider, John Tredwell, J. J. Fones, Fred D. Stevers, and Richard C. Russell. On the committee of appeals W. G. Husband, John M. Schaack and Ben R. Brown hold over and the new members are James R. Dalton, Julian M. McDermid, Harry C. Seymour, Henry R. Boomer, Frederick W. Scott, Lucius A. Calkins, and Charles Furness Hately. The complete board of directors for the ensuing year is composed of Edward Andrew, James Bradley, Joseph P. Griffin, Henry Zeiss, James Pettit, John J. Stream, James E. Bennett, A. J. White, Frank M. Bunch, Chas. H. Sullivan, Charles Baker, Frank B. Rice, Thos. Y. Wickham, Harry Boore, John J. Keller.

## ILLINOIS.

Decatur, Ill.—E. B. Fidler has removed from this city to Broadlands.

Monroe Center, Ill.—C. A. Crosby has succeeded Crosby & Nashold.

Sibley, Ill.—Shearer & Miller have succeeded the Shearer-Miller Grain Co.

Havana, Ill.—Frank Baker has succeeded Wesley Craggs as buyer for McFadden & Co.

McClure, Ill.—The Carbondale Milling & Eltr. Co. has employed Claude Rogers as mgr. of its eltr.

Fox, Ill.—I have discontinued the grain business. The eltr. is closed for the present.—L. J. Jeter.

Sibley, Ill.—The Sibley Grain Co. has resumed business after a month's suspension to repair its eltr.

Hopwood Station, East Lynn P. O., Ill.—Wheelock & Peterson Bros. have succeeded Hopwood Bros.

Pauline (no P. O.), Ill.—John Spence has succeeded Omer Lewis as mgr. of Swearingen & Walker's eltr.

Sublette, Ill.—I have taken over Charles E. Bettendorf's interest in the business of Bettendorf Bros.—Joseph W. Bettendorf.

Shannon, Ill.—Alfred Cram, formerly with Backer & Good, has entered the employ of another grain firm at Glenwood, Minn.

Illinois regular dealers will gather at Chicago June 11 and 12 for the 14th annual meeting of the Illinois Grain Dealers Ass'n.

Kilbourne, Ill.—Ranson & Dolbin's eltr., recently purchased from the Farmers Eltr. Co., has been reopened with J. C. Young as agt.

Schulines, Sparta, P. O., Ill.—James Gordon has engaged in the grain business at this point, a new station on the Illinois Southern Ry.

Hinckley, Ill.—The Hinckley Grain Co.

incorporated, capital stock \$14,000; incorporators Thomas Hughes, William H. Weddige and Charles Leifheit.

Galesville, Ill.—The door of the Galesville Grain Co.'s safe being open, a hobo recently forced and rifled a drawer. Nothing of value was taken.

Tuscola, Ill.—Electric motors have recently been installed to drive the machinery in the eltrs. of R. & J. Irvin and C. L. McMasters in place of steam power.

Peoria, Ill.—Roberts, Moschel & Mosiman, finding a centrally located office necessary for their various eltr. interests, have opened one in the Board of Trade building.

Divernon, Ill.—Noah Twist, mgr. of Twist Bros.' eltr., has sold his interest in the business to his brothers, John Twist of Pawnee and Ira Twist of Rochester for \$50,000.

Andreas, Manhattan P. O., Ill.—The safe in H. T. Truby & Co.'s eltr., of which Charles Truby is mgr., was blown Dec. 20 and \$50 taken. The office was badly demolished.

Stillman Valley, Ill.—I have sold my business to J. J. White, who has taken possession, while I, after a few months vacation, will engage in business elsewhere.—M. P. Shrope.

Dawson Park, Ill.—E. A. & L. H. Hawkins have purchased our eltr. We have leased the property and will continue business as heretofore.—O. L. Langellier, Langellier Bros.

Minier, Ill.—The Minier Grain Co. incorporated, capital stock \$10,000; incorporators O. J. Brennemann, Henry J. Eisenberger and Christian Heiser. The company will probably erect an eltr.

Jacksonville, Ill.—Goebel & Burr have succeeded the Fitzsimmons-Kreider Milling Co. at Markham, Perry Springs, Mt. Sterling and this point, all stations receiving mail at Jacksonville P. O. The company is out of business at Versailles.

Naples, Ill.—The National Eltr. Co. is remodeling the warehouse here, also installing new machinery and making some changes in the eltr. at Meredosia to be completed about Feb. 1. Both houses have been recently leased from A. J. Leslie.—W. H. Scott, agt., Smith-Hippen Co.

E. M. Wayne, pres. of the Illinois Grain Dealers Ass'n, and S. W. Strong, secy. attended the strenuous reciprocal demurrage convention at Chicago Jan. 4-5, which discussed a law that will compel railroads to furnish cars to shippers. Mr. Wayne was selected as one of a committee to visit Washington to lay the demands of the convention before the proper authorities.

Monticello, Ill.—Farmers who had grain stored with the Farmers Eltr. Co. at the time of the fire had a hearing of their suit in a justice court here Jan. 5. The court decided in favor of the company's method of settling the loss at 60 per cent of the claim. The grain company carried insurance both on its own grain and grain in store. The company received the entire amount of loss in insurance, together with something like \$5,000 salvage on the grain saved. The company then added this and the insurance together and paid their losses. This left \$1,754.17 excess above their entire loss. The company then prorated this amount among the patrons who had grain in the house at the time of the fire, which gave to each about 60 per cent of the total.

## INDIANA.

Idaville, Ind.—W. F. Brucker has bot the eltr. of G. W. Friday.

Bringinghurst, Ind.—A. B. Cohee & Co. have built a large addition to their eltr.

North Judson, Ind.—I have bot out the J. T. Simms Grain Co.—W. N. McNett.

New Haven, Ind.—The Travis-Emmick Co., of Toledo, O., has begun work on a 15,000-bu. eltr.—D.

Bourbon, Ind.—Business is very good, roads being good and prices reasonable.—Bourbon Eltr. & Milling Co.

Thurman, Chamberlin P. O., Ind.—Z. H. Travis whose eltr. burned recently will rebuild. Insurance, \$5,000.

Lafayette, Ind.—The second annual corn show of the Indiana Corn Growers Ass'n will be held at Purdue University Jan. 14 to 19.

Sandusky, Greensburg P. O., Ind.—William A. Williams has succeeded William A. Williams & Son; owing to death of William A. Williams, Sr.

Poneto, Ind.—Robert Gavin, while trying to avoid a Lake Erie train, drove in front of an interurban car, which struck his team, killing the horses. Mr. Gavin escaped injury.

Goshen, Ind.—The roads are bad and but little grain is moving. The demand for flour and mill feed is very good, bran in particular is badly wanted.—Frank E. C. Hawkes, pres., Goshen Milling Co.

Gar Creek, Ind.—The Travis-Emmick Co. has brot suit against John Ryan to recover \$4,000 damages for failure to deliver grain purchased for the company and for neglect of the business intrusted to him.

The Farmers Short Course, known also as the fifth annual Corn School, for corn growers, stockmen, dairymen and horticulturists, will be held at Lafayette, Ind., by the Purdue University School of Agri., Jan. 14 to 19.

Waynetown, Ind.—H. A. Freeman has sold his interest in the Waynetown Grain Co. to his partners, William Rider and Carleton Moore for \$4,500. Mr. Freeman has purchased an interest in the Crabbs-Reynolds-Taylor Co. at Wingate and will remove there.

E. M. Wasmuth, pres. of the Indiana Grain Dealers Ass'n, took an active part in the reciprocal demurrage convention held recently at Chicago by the shipping interests of the entire country, and is a member of the committee appointed to go to Washington to demand a reciprocal demurrage law.

Roby, Ind.—A grain eltr. of 100,000 bus. capacity will be erected here by the Western Glucose Co. of Chicago, and bids for its construction will be received until Jan. 14. Contracts are being let every day for equipment and machinery of the new glucose plant, and Chas. W. Gindele is erecting some of the buildings, and plans for others will be ready in 10 days. The 10,000 bu. plant for grinding corn is now going up. The management is working to have the plant completed by Sept. 1.

The corn special train to run over the Pennsylvania lines during the early spring will visit 165 towns in 15 days. Three lectures will be heard at each of the stops, and a liberal supply of station literature will be distributed. The runs to be made are: Feb. 25, Sheldon to Crown Point; Feb. 26, Crownpoint to Warsaw; Feb. 27, Warsaw to Columbia City; Feb. 28, Columbia City to Kokomo; Mar. 1, Kokomo

to Richmond; Mar. 2, Richmond to Logansport; Mar. 4, Indianapolis to Henryville; Mar. 5, Madison to Rushville; Mar. 6, Rushville to Cumberland; Mar. 7, Richmond to Ft. Wayne; Mar. 8, Ft. Wayne to Plymouth; Mar. 9, Plymouth to Frankfort; Mar. 11, Frankfort to Terre Haute; Mar. 12, Terre Haute to Indianapolis; Mar. 13, Indianapolis to Bicknell.

The Indiana Grain Dealers Ass'n will award prizes to corn growers for the best ears shown at the annual meeting of the Ass'n Jan. 18, at the Claypool hotel, Indianapolis. Growers are invited to be present with their dealers on Jan. 18. All exhibits must be entered Jan. 17. After having been tagged and numbered the sample ears will be judged by members of the Indiana Corn Growers Ass'n. Three prizes are offered for the best five ears of yellow corn and three prizes for the best five ears of white corn, raised in the state. The first prize for yellow will be \$18.00, the second, \$7.00 and the third \$5.00. The first prize for white will be \$12.00; the second, \$5.00 and the third \$3.00. Professional seedsmen and growers, who have exhibited at world's fairs and taken prizes heretofore at Purdue University will be barred. The sample ears are to be brought to the meeting by the dealers who attend.

#### PROGRAM INDIANA MEETING.

The annual meeting of the Indiana Grain Dealers Ass'n will be held at the Claypool hotel, Jan. 17 and 18. In connection with this meeting the Ass'n will offer 6 prizes for the best corn raised in the state, with a view to the improvement of the crops of the state. The board of managers has provided the following interesting program:

THURSDAY, JAN. 17, 10:30 a. m.

Address by Pres. E. M. Wasmuth.  
Secretary's report, by J. M. Brafford.  
Treasurer's report, by Bert A. Boyd.  
Appointment of committees, by Pres. E. M. Wasmuth.

THURSDAY, 2 p. m.

The Grain Business as Viewed by a Buyer in the Terminal Markets.—Henry L. Goemann, Nat'l. Pt.  
Uniform Bill of Lading.—Jas W. Sale, Bluffton.  
Reinspection in Terminal Markets.—E. W. Bassett, Indianapolis.

FRIDAY, JAN. 18, 10:30 a. m.

The Relation of the Corn Growers to the Grain Dealers and how they can best Co-operate to conserve each others interest.—D. F. Maish, Frankfort, Pres. Corn Growers Ass'n. of Indiana.  
Uniform Grades.—John F. Courcier, Nat'l Secy.

FRIDAY, 2 p. m.

The Standardization of Grain.—John D. Shannahan, Washington, D. C.  
Report of Committees.  
Miscellaneous Business.  
Adjournment.

Every dealer who contemplates attending the annual meeting of the Indiana Grain Dealers Ass'n at Indianapolis, Ind., Jan. 17 and 18, shud endeavor to make the corn show to be held by the Ass'n this year a success, by interesting his farmer patrons in the prizes to be awarded. Persuade your friends among the growers to select 5 ears of their best yellow and white corn to be presented in competition with corn from other parts of the state. Farmers will be pleased to know that they will not have to compete with professional growers of seed; there-

by enhancing their chance to obtain one of the six prizes. The movement for the improvement of the corn crop of Indiana has been taken up in earnest by the Indiana Corn Growers Ass'n, Purdue University and the railroads, each in their own way, and the grain dealers by joining in the campaign will extend the propaganda into counties not reached hitherto. Grain dealers by their interest in corn selection will demonstrate practically to the growers that the improvement of the crop is not so much a matter of theory as one of dollars and cents to the grower who will adopt the improved methods advocated by Corn Growers Ass'n and Purdue University. Join your brother dealers in making the Corn Show a special event at this meeting.

#### INDIAN TERRITORY.

Coweta, I. T.—The Hammer & Trower Grain Co. incorporated, capital stock \$15,000.

Coweta, I. T.—W. J. Tulley Grain Co. incorporated, capital stock \$10,000. W. J. Tulley is pres.

Wagoner, I. T.—Our eltr. costing \$5,000 and containing 3,000 bus. of corn burned the night of Dec. 24. There was \$3,000 insurance on the building and machinery. We shall rebuild with improved grain handling facilities.—F. B. Gilbert Grain Co.

Muskogee, I. T.—The Midland Eltr. Co. is erecting an eltr. between the Frisco and Midland Valley Rys., which will have 500,000 bus. storage capacity and turn out 300 bbls. corn meal, 5,000 sacks of corn chops and 1,000 sacks alfalfa. C. J. Wolaver will be mgr. R. H. Conyers is superintendent of the branch mill and other eltrs. of the company.

#### IOWA.

Abbott, Ia.—The Farmers Eltr. Co. will erect an eltr.

Sheffield, Ia.—Rust Bros. have bot and taken possession of A. J. Froning's eltr.

Jamaica, Ia.—I have sold my grain business to W. E. Moore.—A. G. Edmand.

Walford, Ia.—T. D. Ross is again in charge of the eltr. of the Jackson Grain Co.

Marcus, Ia.—The Edmonds-Londergan Co. is erecting a large addition to its eltr.

Patterson, Ia.—We have discontinued the purchase of grain here.—M. Young & Co.

Mapleton, Ia.—The Trans-Mississippi Grain Co. has engaged C. W. Boyer as mgr. for its eltr.

Oakville, Ia.—C. A. Brown of Wapello has bot and taken possession of the eltr. of James A. Duncan.

Rome, Ia.—J. & P. H. O'Laughlin have dissolved partnership; but J. J. O'Laughlin is yet in the grain business.

Blairsburg, Ia.—E. A. Brown's eltr. of which Benj. Jaycox is the mgr. was slightly damaged by fire Dec. 24.

Radcliffe, Ia.—I have bot the eltr. and coal sheds of F. L. Howe & Co. F. A. Bruce is in charge.—H. C. Hamilton.

Castana, Ia.—The farmers near here contemplate organizing a company to build an eltr equipped with feed grinder.

Berne (no P. O.), Ia.—William Mair has purchased the eltr. of the Trans-Mississippi Grain Co. on the Chicago & N. W. Ry.

Keokuk, Ia.—The American Rice & Cereal Co. incorporated, capital stock \$200,000; incorporators A. W. Hudson and others.

Beaman, Ia.—G. G. Elliot, formerly representative for the Wells-Hord Grain Co. at Wheatland, will become mgr. for the company at this place.

Royal, Ia.—A. W. Finch, mgr. for the Iowa & Minnesota Cereal Co. whose eltr. recently burned, says the new eltr. will be completed by Feb. 1.

Cedar Rapids, Ia.—Friends of J. H. Faulkner will be pleased to learn that his wife is recovering from an operation for a very bad case of appendicitis.

Hills, Ia.—W. H. Droll while cleaning the sheller in his eltr. recently had the first and second fingers of his right hand caught and entirely taken off.

Maurice, Ia.—Geo. Gray, a workman on the new eltr. of the Trans-Mississippi Grain Co., of Omaha, fell from a scaffold 33 ft. in height, breaking both lower limbs.

Popejoy, Ia.—Pierce & Dodd have succeeded Pierce and Zufall. Mr. Zufall will probably engage in the grain business at some other point and Mr. Dodd was formerly a grain dealer here.

Sioux City, Ia.—The Commercial Club has let the contract to the Macdonald Engineering Co. for plans and specifications for a 250,000-bu. wood transfer and cleaning eltr. with drier and purifier.

Corn shortage was general all over the state of Iowa during the month of December. In the northwestern portion of the state eltrs. have been closed at many stations for several days at a time.

Story City, Ia.—Walter Ellsworth, employed in the eltr. of the Farmers Grain Co., recently caught his arm in the fly-wheel of the 30-h.p. gasoline engine dislocating his elbow and breaking his arm.

Promise City, Ia.—This is not a grain shipping point. Feed is shipped in for which we pay Chicago prices and more. All the dealers here are scoop shovellers who scoop out, not in.—A. A. McKinnon.

Whittemore, Ia.—We had a good run of oats in December but corn has not begun to come in on account of soft weather and a large amount's being used for feed.—H. E. Reed, agt., Reliance Eltr. Co.

Cleves, Ia.—M. Janssen's eltr. burst Dec. 29, dumping 5,000 bus. of corn on the ground. Since the accident the railroad company has furnished only 1 car to move the corn; and during December Mr. Janssen was given only 3 cars.

Britt, Ia.—H. A. Early has accepted the position as traveling superintendent for the St. Anthony & Dakota Eltr. Co. of Minneapolis. His territory will be in South Dakota in which state he will reside.

Des Moines, Ia.—I would guess that not more than 15% of the Iowa corn crop is shipped outside of the state on an average. This year it may amount to 20%. Last year it was less than 10%.—John R. Sage, director Iowa Crop Service and Weather Bureau.

Cedar Rapids, Ia.—In the suit by Schilling Bros. Co. against the Bosch-Ryan Grain Co. to recover \$20,000 alleged to be due on the construction of a grain eltr. and malt house, the defendant on Dec. 31 filed in the supreme court at Des Moines an abstract of record, covering nearly 400 printed pages and costing \$342. This is an appeal from the decision



of the district court of Linn county against the grain company. Trouble arose over the work, and the structure, on which thousands of dollars have been expended, has long stood unfinished.

Neola, Ia.—C. H. Cooper's 40,000-bu. eltr., recently purchased from the Neola Eltr. Co., containing 12,000 bus. of corn and 5,000 bus. of oats burned Dec. 24. The loss is estimated at about \$5,000 on the grain and between \$7,000 and \$12,000 on the building and contents. The amount of insurance carried is not known. E. T. Flynn is mgr.

Des Moines, Ia.—A "Seed Oats Special Train" is being arranged for by Geo. A. Wells, secy. of the Iowa Grain Dealers Ass'n, with a view to awakening general interest among the farmers just previous to seeding. To assist the movement effectively at this time every regular dealer in Iowa should write a personal letter to Professor P. G. Holden at Ames, urging the necessity of conducting work along the line of improving the oats crop of the state.

In their endeavors to show that grain shippers receive fabulous profits on the grain shipped out of Iowa the agitators and farmers eltr. promoters grossly exaggerate the proportion of the crops shipped out. The facts are that only a small percentage of the crop is handled thru eltrs. or shipped from the county of origin. The proportion of corn shipped out of the state does not exceed 10 to 20 per cent of the entire crop. Careful estimates made up by Geo. A. Wells, secy. of the Iowa Grain Dealers Ass'n, two years ago, showed it to be 12½ per cent; and of the oats crops of 145,000,000 bus. 70 per cent is consumed on the farm.

## KANSAS.

Marion, Kan.—C. A. Bracken, mgr. of the Farmers Eltr., is charged with embezzlement of \$2,500.

Liberty, Kan.—The eltr. of the Rea-Patterson Mill Co. of Coffeyville, containing about 7,000 bus. of grain recently collapsed.

Netawaka, Kan.—Otto Grove has bot for \$8,000 the eltr. of Johnson & Lueck who will retire from the grain business. —C. D. Lueck.

Overbrook, Kan.—M. W. Cardwell has ordered the lumber and machinery for his new eltr., replacing the 1,000-bu. house recently burned.

Atchison, Kan.—The Corn Belt Grain Co. has been organized by Douglas Cain and Sam Harburger, to handle grain through the Cain Milling Co.'s eltr.

Utica, Kan.—Scoop shovelers at this place are A. H. Foulks, Utica Mer. Co., Frank Bruckman, Jas. Vogan, Ness County Lumber & Grain Co. and Pepper & Finch. Only three eltrs. are on track, the La Crosse Lumber & Grain Co., W. G. Nuttle, representing the Farmers Eltr. and myself, representing the Thorstenberg Grain Co.—R. C. Webster, Jr.

Every regular dealer should attend the annual meeting of the Kansas Grain Dealers Ass'n at Wichita, Kan., Jan. 22-23, and be prepared to discuss the subjects that are of interest to the grain trade. Headquarters will be at the Carey hotel. Reduced rates will be secured on all railroads on account of this meeting. Dealers in the eastern part of the state have been favored in the past with the location of the annual meeting nearer home, this offsetting the inconvenience of having

to make the trip to a more western point on this occasion.

## PROGRAM KANSAS MEETING.

For the 9th annual meeting of the Kansas Grain Dealers Ass'n, to be held Jan. 22 and 23 at the Carey hotel, Wichita, Kan., the following program has been prepared:

Railroad Regulation—Carr W. Taylor, Atty Board of Railroad Commissioners, Topeka, Ks.

Railroad Companies' Liability to Shippers for failure to furnish equipment from a Legal Standpoint—Senator T. A. Moftzger, Anthony, Ks.

Railroad Companies' Liability to Shippers for Failure to Furnish Equipment, from a Shippers Standpoint—C. A. Smith, Wellsville, Ks.

Uniform Inspection—C. A. Burk, Decatur, and J. W. Radford, Chief Gr. Insp. Kansas City, Ks.

Grain Dealers and their Profits—C. W. Lawless, Kansas City, Mo.

Railroad Legislation in Kansas—F. M. Bonbrake, Osage City, Ks.

Car Shortage, Cause and Remedies—J. C. Robb, Wichita, Ks.

Federal Grain Inspection — F. W. Frasisus, Wichita, Ks.

## LOUISIANA.

New Orleans, La.—Grain exports from New Orleans from Sept. 1 to Jan. 1 amounted to 3,472,375 bus. of wheat, 2,290,694 bus. of corn, 65,000 bus. of oats and no barley; compared with 520,000 bus. of wheat, 4,252,538 bus. of corn, 581,879 bus. of oats and 240,000 bus. of barley for the corresponding period of last year as reported by W. L. Richeson, chief inspector, New Orleans Board of Trade.

## MARYLAND.

Baltimore, Md.—A car of corn was sold on the Chamber of Commerce Dec. 31 by order of court in the attachment suit of C. P. Blackburn & Co. and Louis Muller Co. against D. H. Taylor of Washington, Ind. The corn was sold at 45½¢ per bu.

Baltimore, Md.—Two deaths of recent occurrence are those of Oliver F. Lantz of the Samuel Elder Co. and Hiram H. Gaskins, both old members of the Chamber of Commerce. The remains of the latter were interred at Reedville, Va., where he resided, which prevented the appointment of the usual change committee to attend the funeral.

## MICHIGAN.

Newport, Mich.—The Newport Eltr. Co. incorporated, capital stock \$5,000.

Romeo, Mich. — I have purchased the entire business, grain and bean eltr. of 25,000 bus. capacity and hay sheds of Bliss & Bartholomew.—William Gray, Jr.

Lansing, Mich.—Governor Fred M. Warner, in his message to the legislature, Jan. 3, recommended the appointment of a committee to investigate the freight car shortage.

Sheridan, Mich.—The Sheridan Eltr. Co. incorporated, capital stock \$10,000; incorporators P. J. Devine, pres., Fred Pakes, vice-pres., C. H. Clement, secv. and treas. and C. W. French.

Grand Rapids, Mich.—The Wykes-Schroeder Co. was succeeded by 2 distinct firms Jan. 1, Thomas E. Wykes and

Claude P. Wykes in equal partnership under the firm name of Wykes Co. succeeding to the grain, flour and mill products business and retaining the present warehouse, which will be enlarged, while Thomas E. Wykes and Geo. Schroeder will continue the business in coal and other commodities under the firm name of Wykes-Schroeder Co.

## MINNEAPOLIS.

The selling value of memberships in the Chamber of Commerce is about \$4,800.

A. Huhn, pres. of the Huhn Eltr. is practically recovered from a recent surgical operation.

The Union Terminal Eltr. Co. incorporated, capital stock \$175,000; incorporators Alfred S. Pillsbury, pres., Chas. S. Pillsbury, vice-pres., Daniel L. Raymond, secy. and treas., and Edwin Dodge, Carleton C. and John S. Pillsbury, Jr.

A 10-story steel frame office building will be erected by the Chamber of Commerce adjoining its present building. On Dec. 24 a building committee consisting of H. F. Douglas, G. F. Piper, John Washburn, C. M. Harrington and P. L. Howe was appointed.

The Electric Steel Eltr. Co. will erect a \$250,000 malting plant, the structure to be of steel and fireproof with daily capacity of 2,000 bus. and provision for future enlargement. L. S. Gillette and C. E. Thayer of the Chamber of Commerce will manage the grain interests.

The Sheffield Eltr. Co. is having 10 grain storage tanks erected by the H. N. Leighton Co. The tanks are 24½ ft. in diameter, 80 ft. high, of reinforced concrete, with a steel and tile working room running the length of the double row of tanks, their total capacity being 350,000 bus.

## MINNESOTA.

Duluth, Minn.—Henry B. Moore, secy. of the Board of Trade, died recently from heart failure. Mr. Moore was 63 years of age and leaves a widow.

Badger, Minn.—Hanson & Barzin Milling Co., of Thief River Falls, will erect eltrs. of about 50,000 bus. capacity here and at Roseau the coming spring.

Garretson (no P. O.), Minn.—E. A. Brown of Luverne, has recently completed an eltr. 36x48 ft. with 40 ft. bins. Large flour and feed sheds are in connection with the eltr.

Duluth, Minn.—Chas. F. Macdonald, for 15 years city editor of the Evening Herald, has been appointed secy. of the Board of Trade to succeed the late H. B. Moore.

Luverne, Minn.—Frank O'Heran, who for several months past, has been traveling auditor for J. P. Coffey, has entered the employ of Gerstenberg & Co., grain commission merchants of Chicago, Ill., as traveling representative in southern Minnesota, with headquarters at this place.

St. Paul, Minn.—The state grain inspection dept. has advanced the charges for services, effective Jan. 1, inspection, from 15c to 20c per car on grain, and from 65c to 75c on flaxseed. The new charge for weighing is 30c per car into or out of eltrs. and 40c per 1,000 bus. into vessels.

Duluth, Minn.—H. B. Moore, secy. of the Board of Trade, died on the evening of Sunday, Dec. 23. He died of heart

failure after an hour's illness, and up to the day of his death was actively at work. Mr. Moore had been Mayor, Collector of Customs, Chief Deputy Weighmaster, and for three years secy. He was 63 years of age.

St. Paul, Minn.—The Minnesota Shippers & Receivers Ass'n formed a permanent organization at a meeting here Dec. 28. About 40 shippers from different parts of the state were present. Reciprocal demurrage was advocated, and at a meeting to be held at 10 a. m., Jan. 16, in the Endicott bldg., a committee will be appointed to look after legislation on reciprocal demurrage.

St. Paul, Minn.—The new distance tariff promulgated by the Minnesota Railroad & Warehouse Commission and effective Jan. 25, makes a reduction of 16½% in wheat, 26% in flaxseed and 25½% in coarse grain rates. Wheat, flaxseed and flour take the same rates, per 100 lbs., and are graduated from 2½¢ for 5 miles, 5¢ for 45 miles, 8¢ for 150 miles, to 11¢ for 400 miles. Where any rate is lower at the present time than the distance tariff it shall not be raised.

St. Paul, Minn.—Atty. Gen. Young, in his annual report, Dec. 28, attacks the Duluth Board of Trade and the Minneapolis Chamber of Commerce, as alleged monopolies, and advocates the enactment of laws to curb their powers. Mr. Young says: Under the provisions of the present law (which is simply a continuation of the old statutes on the subject) the grain trade of the state has, in my opinion, fallen into the hands of two close monopolies, one situated in Minneapolis and the other at Duluth. These institutions have the absolute control of the grain market of the state and they assume to have, under the law, the power to exclude from membership in their organizations any one considered undesirable and the person so excluded is absolutely barred from embarking in the grain trade by reason of its concentration within the organizations referred to. They also assume to have power to prescribe the commissions or rates of profit at which they and their associates shall do business and to prohibit any member from doing business at less rate than that prescribed.

## MISSOURI.

Waverly, Mo.—Chas. Ehrsam has succeeded Goodwin & Son.

Kansas City, Mo.—Annual visiting cards have been advanced in price from \$25 to \$100 by the Board of Trade.

Kansas City, Mo.—Finley Barrell, of Finley Barrell & Co. of Chicago, Ill., has purchased Charles W. Hoyt's membership in the Board of Trade.

St. Louis, Mo.—A. H. Norris has resigned his position as superintendent of The Mississippi Valley Grain & Eltr. Co. and will go to California.

Marceline, Mo.—Very little grain is moving east of here on the Santa Fe Ry. on account of the dry summer, yet cars are so scarce that no business could be done if there was grain to sell.—C. A. Johnson, Ft. Madison, Ia.

Kansas City, Mo.—The Board of Trade has filed complaint with the Interstate Commerce Commission against the Burlington, Santa Fe, Rock Island and Missouri Pacific for the imposition of the charge of \$2 per car on reconsignment.

St. Louis, Mo.—The Merchants Exchange gave its annual New Year's entertainment Dec. 31 to relatives and friends

of members. Amateur and professional musical performers were assisted by a band, and members took part in a fancy dress competition.

Fortescue, Mo.—The eltr. at this place operated by the John H. Lynds Grain & Eltr. Co. burned Dec. 16 with considerable corn and wheat. Loss on building, \$5,500, on grain, \$2,000; insurance on building, \$5,000, on grain \$1,500. Mr. Lynds will rebuild.

St. Louis, Mo.—The Missouri Board of Railroad and Warehouse Commissioners will be reorganized Jan. 14, when R. J. Oglesby will succeed J. P. Rice. It is expected that John A. Knott will be chosen chairman, and that the personnel of the grain inspection departments will be changed.

St. Louis, Mo.—Annual dues for 1907 have been set by the directors of the Merchants Exchange at \$40, an advance of \$2.50 over last year. In their annual report the directors stated that during 1906 the Exchange had redeemed the certificates of 18 deceased members and 41 active members, making the present membership 1,685.

St. Louis, Mo.—In honor of his 75th birthday, the former presidents of the Merchants Exchange, at a special meeting held in the president's office, January 5, presented E. O. Stanard, the oldest surviving ex-president, with a silver loving cup. The presentation speech was made by David R. Francis, following a brief address by the retiring president, Manley G. Richmond. The address of Mr. Francis was touching. Before he had finished, the veteran ex-president and former lieutenant governor brushed away a tear. Of the twenty-three ex-presidents living, sixteen were present.—W. H.

Kansas City, Mo.—The nominations for pres., second vice-pres., 6 directors and 5 members of the arbitration board have been made, as follows: For pres., T. J. Brodnax, who has been president for the past three months, and E. D. Fisher. For second vice pres., F. J. Crowell and H. J. Dittenbaugh. Board of directors, Harry Harris, William Murphy, W. A. Hinchmann, George S. Carkener, S. Christopher, W. W. Cowen, R. T. Morrison, F. J. Delany, Samuel Hardin, L. A. Fuller, R. E. Kidder and C. A. Dayton. For arbitration committee, John Sellan, A. R. Peirson, F. A. Talpey, J. E. Robin, T. C. Thomas, F. B. Godfrey, C. P. Moss, O. A. Severance and F. C. Vincel.

St. Louis, Mo.—The regular ticket, the only one nominated, was elected to fill the offices of the Merchants Exchange for the ensuing year. The election was held Jan. 2 and the new officers were installed Jan. 8. They are: Pres., George H. Plant; first vice-pres., Edward Devoy; second vice-pres., Edward E. Scharff. Directors—Manley G. Richmond, Geo. F. Powell, Marshall Hall, Vincent M. Jones, Nat L. Moffitt. Committee on Appeals—Charles H. Taylor, W. A. Miller, H. B. Louderman, Jr., Harry H. Langenberg, Jas. A. Connor, Roger P. Annan, Jr., Chas. Hezel, Jr., C. L. Carter, Chas. H. Teasdale, Hinman H. Clark, R. E. Funsten, Ben P. Cornell. Committee of Arbitration—E. F. Daly, R. Hartmann, W. H. Adams, Emil W. Gessler, R. H. Leonhardt, Robert Pommer, Isaac P. Lusk, J. J. Howard, Wm. Murdock, Jr., J. O. Ballard.

St. Joseph, Mo.—Commissioner F. W. Maxwell of the Commercial Club conferred recently with traffic officials of the Burlington road at Chicago concerning the withdrawal Feb. 1 of the reconsign-

ment and transit privileges; but was informed that the only cities enjoying this privilege were St. Joseph and Atchison. The location of this city is such with reference to Omaha and St. Louis that abolition of the reconsignment privilege will do irreparable injury to the local grain market. The Burlington alleges that under the new rate law it must grant the privilege to all towns or none, and it prefers to do away with the privilege at all points. Later a committee composed of A. J. Brunswig of the South Park Eltr. Co., Robert R. Clark of the Davis Milling Co., F. A. Miller of the Elwood Grain Co. and Mr. Maxwell went to Chicago to confer with Geo. H. Crosby, gen. frt. agt. of the Burlington. The withdrawal of the reconsignment and milling-in-transit privileges will place St. Joseph at a disadvantage with Omaha in the B. & M. territory. This is due to the fact that the local rates from points on the B. & M. are lower into Omaha than they are into St. Joseph, while Omaha has the same rate as St. Joseph to Mississippi River points. For instance: The rate of wheat from Crete, Neb., to Omaha is 8 cents a hundred, and the rate from Omaha to St. Louis is 6¼ cents. Thus wheat may be shipped from Crete to Omaha and thence to St. Louis for 14¼ cents a hundred. The rate from Crete to St. Joseph is 11 cents a hundred, and from St. Joseph to St. Louis it is 6¼ cents a hundred. Thus wheat shipped from Crete to St. Joseph and thence to St. Louis costs 17¼ cents a hundred.

## MONTANA.

Belfry (no P. O.), Mont.—The Billings Milling Co., of Billings, will erect an eltr.

## NEBRASKA.

Papillion, Neb.—Geo. Graham will engage in the grain business here.

Dodge, Neb.—Theo. Ridder is now the proprietor of the Dodge Milling & Grain Co.

Wahoo, Neb.—John Dolezal's 20,000-bu. eltr. has been completed and is in operation.

Rogers, Neb.—Fred Hoare of Platte Center is the new mgr. for the T. B. Hord Grain Co.

Schaupps, Neb.—The Farmers eltr. will soon be in operation. A gasoline engine has been installed.

Broken Bow, Neb.—Bowman & Anderson have purchased the Central Granaries Co.'s eltr. and grain business.

Millard, Neb.—Claus Cloyer, of Chalco, having resigned his position as mgr. of Wm. Von Dohren's eltr. will remove to Gretna where he will engage in business for himself.

Omaha, Neb.—At a joint meeting of the executive committee of the Commercial Club and the Grain Exchange a committee was appointed to organize a company to build and operate barges on the Missouri river.

Minerville, Neb.—The Missouri river threatens to destroy considerable valuable eltr. and railroad property. It has been enlarging at this place since last July compelling the removing of an eltr. and the Burlington Ry. tracks.

Uehling, Neb.—The Heyne Grain Co. has installed a new 6-h.p. gasoline engine because its former 4-h.p. engine was incapable of running all day. Owing to shortage of cars and the great sale of



grain the company has turned over about 2,000 bus. of corn to the Uehling Eltr. Co.

Lincoln, Neb.—The Supreme Court, on Dec. 21, affirmed the decision of Referee Pemberton in the suit to revoke the charter of the Nebraska Grain Dealers Ass'n, thus disposing of all litigation against the old association.

Lincoln, Neb.—The Duff Grain Co. has suffered considerable annoyance recently caused by the robbing of loaded grain cars allowed to stand over night on side-tracks. A night watchman was employed and the thief, who has since been arrested, discovered.

Omaha, Neb.—The 1,000,000-bu. eltr. of the Nye-Schneider-Fowler Co. has been completed and is in operation. The Crowell Grain & Lumber Co. contemplates increasing the capacity of its 150,000-bu. eltr. on the Omaha tracks by the erection of 500,000-bu. steel storage tanks.

Omaha, Neb.—The Grain Exchange has filed complaint with the Interstate Commerce Commission against the switching rate of \$6 per car on grain between Omaha and Council Bluffs. The rate has been \$2, and this is the rate made recently by the Great Western to eltrs. on its tracks for grain going to other roads. Switching is free by the Great Western on grain going to the eltrs. Traffic Mgr. Monroe of the Union Pacific alleges that his company has been losing money at the \$2 rate, and that the new charge after Jan. 7 will be 1c per 100 lbs., the minimum charge to be \$5.

## NEW ENGLAND.

Milford, Mass.—The Milford Grain Co. has succeeded Prentice & Son.

Winooski, Vt.—T. F. Coulen has sold his grain business and will become mgr. for the Burlington Flouring Co.

Princeton Depot, Mass.—G. A. Biglow will not rebuild his eltr. and storehouse burned Oct. 8, with loss of \$6,500 and \$4,000 insurance, until spring if at all.

Essex Junction, Vt.—W. B. Johnson & Son have sold their mill and eltr. to the Vermont Electric Co. and will build a mill, eltr. and warehouse on the railroad using electric power.—Jones & Isham.

Boston, Mass.—Geo R. Drake, of West Bridgewater and a member of the Boston Chamber of Commerce, died recently at the age of 73 years. He is survived by his wife and one son, Geo. S. Drake who will succeed his father in business.

Boston, Mass.—The New England Grain Dealers Ass'n will hold its annual dinner late in January. Many matters of interest to dealers in grain and feed will be considered, among them the question of mutual fire insurance. It is probable that those interested in mutual insurance will call a meeting on the afternoon of the day of the meeting of the New England association to discuss details. The mutual insurance is being promoted by H. K. Webster Co., of Lawrence, Mass.; E. W. Bailey & Co., of Montpelier, Vt.; D. Whiting & Sons, of Wilton, N. H., and others.

## NEW JERSEY.

Somerville, N. J.—William H. H. Wyckoff Co. incorporated, capital stock \$20,000; incorporators William H. H. Wyckoff, Rauton, Henry P. Wyckoff and Finely Wyckoff of Somerville.

## NEW YORK.

Jamestown, N. Y.—Purdy Bros. & Smiley incorporated, capital stock \$30,000, incorporators W. G. Purdy, C. M. Purdy and F. A. Smiley.

Binghamton, N. Y.—The Deposit Milling Co. has added an eltr. and 4 large storage tanks to its Aquage mill and is installing machinery.

New York, N. Y.—West Coast Trading Co. incorporated, capital stock \$10,000; incorporators, E. C. Balailke, A. McCarthy and W. F. Delaney.

Saratoga Springs, N. Y.—The Saratoga Milling & Grain Co. incorporated, capital stock \$10,000; incorporators Roscoe C. Burch, Alfred E. Lewis and Stewart R. Lewis.

Buffalo, N. Y.—The transportation committee of the Chamber of Commerce has recommended that the railroads provide for the free interchange and delivery of shipments.

Adams, N. Y.—The Hoosac Valley Coal & Grain Co. incorporated, capital stock \$25,000; incorporators Oliver A. Upton, pres., Charles H. Tower, treas., and George H. Degenkolt, clerk.

New York, N. Y.—Transactions on the Produce Exchange in mining, industrial and other stocks not now traded in on the New Stock Exchange, are to be sanctioned under rules to be prepared by a committee just appointed.

Newton Creek (no P. O.), Queens County, N. Y.—Two men are in custody on charge of robbing Samuel V. W. Sammis, whose name is on a bank book found on the person of the prisoner with 2 checks and some cash.

Buffalo, N. Y.—A department for consignments of grain and hay to New York has been added by the Electric Eltr. and Milling Co., which will have a representative at New York harbor depots. The department will be supervised by F. L. McLean.

New York, N. Y.—Toys, holiday dainties and a Punch and Judy show, together with a forty-foot Christmas tree and a regimental band, were the features of a New Year's party given by the New York Produce Exchange to celebrate the close of the old year. In giving up their usual rough sport, the brokers gave expression to the desire deep down in every grain broker's heart, to benefit those less fortunate than himself. The down-town district, where poverty dwells, was ransacked for worthy recipients of the presents, about 700 children and 300 mothers. One thousand baskets were provided and filled with chicken, potatoes, onions, oranges, apples, coffee, peaches, candy and plum pudding. Girls' baskets contained also dolls and slates, and the boys' baskets, jack knives, roller skates and baseballs. After singing and skylarking each took home a basket.

Buffalo, N. Y.—Members of the Chamber of Commerce celebrated the New Year, Dec. 31, by distributing gifts from a Christmas tree. The partners, Townsend & Ward, each received half a lemon, sliced in full view of the spectators. Riley Pratt got a bear, symbolical of his market position. Charles Kennedy, the cold proposition, got an ice wagon. R. W. Searles was given a busted and battered auto—what is left of Mr. Searles' machine after a week's driving. A man sawing wood was tagged with the name of S. W. Yantis, the "quiet man." Tod Stofer got a hammer. The friends of M. P. Riley remembered his ability to

drive a hard bargain and presented him with a pair of pincers. A cute little canalboat, ready for the mules and the water, was Tom O'Brien's gift, while a reproduction of the ark that Noah built was handed out to Mr. Palmer, of the Oneonta Milling Co. "Babe" Harold, the cute little six-foot-six tot of the Corn Exchange, drew a miniature stein. A small potted plant went to D. E. Newhall in recognition of his carnation habit. Charlie Doherty's donation from Santa Claus raised a howl. A straight-front, long-hipped corset fell to his lot. John Seymour's talking ability earned him a mouth organ. Fred Winter got a cream puff and Freddie Chapin caught a clothes wringer. Deacon LeRoy Churchill was the envy of the floor when he was presented with a wig and a bottle of real whiskey. President Henry Waters was given a lobster. Following the Christmas tree there was a vaudeville entertainment and buffet luncheon. Riley Pratt acted as toastmaster, and the speakers were J. Mossman and W. L. Dow. The committee in charge was composed of M. P. Riley, Sam Provost, Fred Winter and F. L. MacLean.

## BUFFALO LETTER.

The wheat trade, so far as local sales are concerned, is pretty nearly at a standstill. Day after day the local market reports are obliged to quote wheat as "nominal."

Corn and oats are in good movement, cars in this through traffic appearing to be much plentier than they are for grain to be shipped from here ex-lake. It is quite as hard to get them for grain here as ever.

It appears that there is a good amount of State winter wheat still in the hands of farmers and the millers are not finding reason for complaint that owing to scant eltr. room at country mills the grain speculators have taken the crop away from them, as was the case with the 1903 crop.

The decided slacking off in the demand for all sorts of millfeed is one of the late features of the grain trade. The holiday indifference to trade is in part accountable for this, but it is hardly expected that there will be a return to old activity and prices right away, unless the winter sets in much colder and the price of corn goes up.

Elevator builders still complain that the state grain and milling interest is "considering" new additions to their capacity, but that is about all that comes of it. At the same time it is confessed that the local miller cannot control the local crop unless he has ample storage room. Car shortage has done what it could to keep the present wheat crop in first hands in this section.

The new American Maltng Co. began to make malt during the last week of December. Quite an amount of barley was taken in before the accident took the marine leg out of the new elevator. This will be replaced in a short time. The company has five cargoes of barley afloat, which ought to go far towards providing a season supply. It also has barley in other harbor eltrs.

The Chamber of Commerce tenants are now beginning to find their way into the new part, connections between the two parts being made one after another by piercing the walls at the various floors of the old part. The extension of the offices of The Husted Milling & Elevator Co. and Pratt & Co. was mentioned some-

time ago, and now the Eames office, including the Electric Mill & Elevator Co. is going through the wall in the same way.

The refusal of the International Eltr. at Black Rock to accept outside grain for transfer, lately caused some grain dealers to ask why it should not be declared a private eltr., but others said the move was no doubt temporary, to enable the owner to clean up some special matters.

The annual election of the Chamber of Commerce on the 9th is now of much less interest to grain men that it used to be, as the Corn Exchange controls all the grain-handling and selling machinery that was formerly vested in the older body. The only grain man on the tickets this time is E. M. Husted of the Husted Milling & Elevator Co. Pres. Gratwick, who is on both tickets for re-election, is a lumberman.

The eltr. owners are beginning to agitate the season pool question. One meeting has been held, but nothing definite was done. Some of the members of the old pool say it looks like an open year, for none of them will want to give up any of their shares for a new division among the possible new members, such as the American Maltng Co. and Wheeler's new Monarch. The Coatsworth, which is now owned by the Spencer Kellogg line seed interest, will, of course, be withdrawn from the pool, if any is formed.

The situation in the harbor is now pretty satisfactory, so far as winter storage is concerned. The shippers took revenge on the railroads for forcing so much grain east all-rail by filling all the eltrs. full of winter-storage grain, leaving a fleet of steamers carrying about 10,000,000 bus. of grain and flaxseed, most of it wheat, for holding indefinitely and at one time as much as 3,500,000 bus. of grain afloat for immediate unloading. Most of this last has now been taken out, as the railroads are slowly relieving the eltrs. of their transient grain.—J. C.

### NORTH DAKOTA.

Stirum, N. D.—The Stirum Farmers Eltr. Co. incorporated.

Cavalier, N. D.—A temporary wheat bin erected last fall by the Cavalier Roller Mill gave way spilling 6,000 bus. on the ground.

Larimore, N. D.—The Imperial Eltr. Co. has sold the Elk Valley mill to Arthur J. Maloy, James W. Foley and M. Burgland for \$50,000.

Oswald, Hankinson P. O., N. D.—The Atlantic Eltr. Co.'s 20,000-bu. eltr. on the Soo Ry. recently burned. The house contained about 12,000 bus. of grain. The cause of the fire is not known.

Tolley, N. D.—Eltrs. and sheds are full of grain and 1-3 of the grain in farmers' hands. No trains are expected the balance of the winter. Mails arrive about once a week. I find the Grain Dealers Journal very useful to me up here.—D. L. Lytle.

Valley City, N. D.—Two resolutions on the car shortage were among those adopted by the independent grain shippers at their meeting here last month, as follows: That a bill be drafted and presented to the next session of the legislature, compelling the railroad companies within the state to secure cars sufficient for the needs of the shippers in marketing their grain or stock and compelling an equitable and just distribution of the same. That a reciprocal demurrage bill

be introduced into the next session of the legislature and be passed and become a law, forcing the common carrier to pay demurrage at the rate of \$25 a day for each and every day after the elapse of twenty days from time of shipment of the grain from any point in North Dakota to Minneapolis, Duluth or Superior.

### OHIO.

Kidron, O.—(no P. O.)—John Bixler will build an eltr. in the spring.

Elida, O.—Crites & Crites have not had an empty box car since Nov. 20.

Read "Echoes of the Ohio Seed Corn Special" elsewhere in this number.

Columbus, O.—Tingley Bros., who failed last year, have been discharged in bankruptcy.

Cleveland, O.—John Peagle, pres. Union Eltr. Co., fell recently on an icy pavement fracturing his arm.

Mortimer, O.—The Ohio Grain & Eltr. Co. has purchased the eltr. of the Churchill Grain & Seed Co. of Toledo.

Carrothers, O.—Buchman & Hipp, grain dealers, have been given judgment against a farmer for \$46 for corn sold.

Toledo, O.—The offices of the secretary of the Produce Exchange, A. Gassaway, have been removed to the Exchange floor.

Mansfield, O.—The Goeman Grain Co. has completed 6 concrete tanks as an addition to its eltr. capacity and installed an Ellis drier.

Loudonville, O.—H. H. Troxell & Co. has succeeded E. F. Shelley, H. H. Troxell of Wooster having bot the controlling interest in the business.

Toledo, O.—The directors of the Produce Exchange have decided to petition the Department of Agriculture to establish a grain inspection station at this city.

Mad River, Enon P. O., O.—Brook & Collier's eltr. on the Big Four and Erie Rys. containing a large amount of wheat and corn, burned Dec. 21, causing a loss of \$10,000 with \$6,200 insurance.

Marion, O.—F. H. Owen has succeeded C. B. Jenkins as treas. and mgr. of the Marion Milling & Grain Co., which, besides its 150-bbl. mill here operates an eltr. and lumber and coal yard at Green Camp.

Sandusky, O.—William B. Gallagher, of Buffalo, N. Y., the dealer in salvage grain, bid in the cargo of the steamer Phoenix, which ran aground several weeks ago. The cargo consisted of 45,000 bus. No. 1 hard wheat, and was sold for 43c per bu.

Middle Point, O.—I have had two box cars in three weeks. I have been shipping ear corn in stock cars, as I can get enough stock cars to keep elevator open. Sometimes they come slatted, but generally we have to slat them and furnish our own lumber.—H. G. Pollock.

Toledo, O.—The grades of grain established by the uniform grades congress, at Chicago, were adopted by the Produce Exchange, effective next July, on wheat and oats. All new trades for future delivery in July wheat and oats were on the new basis after the adoption of the rule July 26. The contract grade of oats will be known as standard instead of No. 3 white, but the requirements will be the same.

Toledo, O.—The Produce Exchange has elected the following committees for 1907: Arbitration—A. Mennel, H. W.

DeVore, John Wickenhiser, W. E. Cratz, Herman Phillips, Raymond P. Lipe, James T. Mattimore. Appeals—A. W. Boardman, D. W. Camp, J. H. Bowman, Charles L. Reynolds, E. N. Crumbaugh, A. W. Bunce, A. B. Cutter, Geo. B. McCabe, F. W. Jaeger, W. E. Stone, F. W. Rundell.

St. Paris, O.—I had no idea there was so much room for improvement in corn culture, but the average farmer in northwest Ohio has been very careless in the care of his farm crops. I am glad to see him so willing to accept the instruction by the professors and grain dealers. I believe the Agricultural Special the best way to school them, and every railroad running through a corn section in Ohio should run them.—Grant McMorran.

Morral, O.—The failure of the J. P. Barnthouse Grain & Seed Co., mentioned in this column Dec. 10 is no discredit to the name of J. P. Barnthouse, since he is not responsible for or connected with this failure. The farmers purchased this company two years ago, and granger intellect was in charge of its operation. The only plausible reason visible for their failure is the reversing of their motto, which for two years has read "Divided We Stand, United We Fall."—H. O. Barnthouse, Raymond, O.

Columbus, O.—The annual report of the Ohio Grain Dealers Mutual Fire Insurance Ass'n, as prepared by Secretary J. W. McCord, shows that during 1906 protection was furnished to policyholders at 35 per cent of the stock companies' rates. Losses for the year were \$5,632, and the expenses, \$3,300. The company has \$850,000 of insurance in force, having a share of the risk on nearly every elevator in the state. During the five years of its existence the association has saved the grain dealers \$50,000 in the cost of insurance.

Piqua, O.—Harry W. Kress, track buyer of grain and hay, has removed from Cincinnati to more central offices at this city. Mr. Kress is buying not for his own account, but for some old firms, such as G. A. Hax & Co., of Baltimore, Md.; D. G. Stewart & Geidel, of Pittsburgh, Pa.; Gale Brothers Company, Cincinnati; Union Grain and Hay Company, Cincinnati, and J. F. Zahm & Co., of Toledo. Mr. Kress has been a country shipper, and, since disposing of his business, has traveled to study the markets, and his customers will be given the benefit of his experience. His office here will be opened Jan. 14.

Cincinnati, O.—The grain committee of the Chamber of Commerce has recently decided that settlement must be made on St. Louis weights for a car of oats bought at St. Louis by the Early & Daniel Company and sold to C. S. Maguire & Co., who in turn sold to the Union Grain and Hay Company. The weight at the elevator of Early & Daniel corresponded to the St. Louis weight to within 50 pounds, but Maguire & Co. reported it short 4,000 pounds, on getting a statement of the weight from the Union Grain and Hay Company, the latter giving evidence of leakage. The committee held that the Union Grain and Hay Company must look to the Big Four Railroad for the leakage.

The Seed Corn Special over the C. & N. R. R., Dec. 26, 27 and 28, made seventeen stops, averaging about 125 miles to the stop and only giving a forty-five-minute talk at each one. On



several occasions we had our cars overcrowded and were forced to open up the windows in order to let those get as much as possible on the outside. The total attendance was 2,378 farmers, not including the women present. (Harry S. Grimes, of Portsmouth, O., kept count of the young women present). The meetings, both at Greenville, O., and Van Wert, O., were a great success. Those accompanying the special were Professors W. C. Price, A. J. McCall, J. A. Foord, C. H. Kyle, Thorne, Joe Wing and C. M. McIntire. Grain dealers: Fred Mayer, president, and Joe W. McCord, secretary Ohio Grain Dealers Ass'n; E. H. Culver, chief grain inspector, of Toledo; C. B. Jenkins, secretary Ohio Millers Ass'n; H. S. Grimes, agricultural committee State Ass'n; Grant McMorran, agricultural committee State Ass'n; Harry W. Kress, historian for Ohio Grain Dealers Ass'n; W. T. Stevenson, general division manager C. & N. R. R.; E. W. Seeds, Ohio Grain Dealers Ass'n.

## TOLEDO LETTER

The movement of wheat is very light, due for the most part to the marked scarcity of cars. The car famine seems to be as bad as ever, local dealers reporting no improvement to speak of. Oats movement is also light, as will be indicated by only 245,000 bus. having been received during December.

Chief Grain Inspector Culver stated that corn was grading very poorly. From Jan. 1 to 7 up to and including only 60 cars graded No. 3 yellow, white and mixed, while 120 cars graded No. 4, 10 no grade. Mr. Culver explains this by reason of the corn being stored in rail pens, and the very bad weather that has been in evidence during the past few weeks.

The Toledo Produce Exchange held its annual election Jan. 7, the following officers being chosen: Pres., Frederick Mayer who succeeds C. L. Cutter; first vice-pres., Charles S. Burge, who succeeds F. O. Paddock; second vice-pres., Cyrus S. Coop, who succeeds H. L. Goemann; sec., Archibald Gassway, re-elected; treas., William W. Cummings, who succeeds F. W. Jaeger; directors, F. O. Paddock, C. L. Cutter, H. L. Goemann, F. I. King, F. J. Reynolds, W. H. Moorehouse, J. E. Rundell, E. L. Southworth, W. H. Haskell and E. W. V. Kuehn.—D.

## OKLAHOMA

Oklahoma City, Okla.—The foundation is in for the new eltr. of the Capital Grain & Eltr. Co., and the work is progressing.

Mutual insurance shud be protected under the laws to be enacted by the new state of Oklahoma. The managers of the mutuals have not the paid lobby that is at the beck of the stock companies and must rely on friends among the policyholders who are to be benefited to look after the interests of the public.

Judging from the following paragraph taken from the *Western Underwriter* of Chicago, the stock fire insurance companies are experiencing some difficulty in handling the Oklahoma insurance proposition to their own liking. Under the head of "Requested to Keep Your Hands Off" the *Underwriter* says: "Companies are cautioning their field men in Oklahoma against being overzealous in legislative affairs in that locality. As these matters are being looked after by a special committee of the union, it is not desired that this committee's efforts be jeopardized by the action of state or special

agents who may not understand the plans being pursued." This will give the property owners of Oklahoma an idea of the selfish schemes of the stock companies. Being engaged in business for profit it is but natural that they should sacrifice the interests of the property owners in the promotion of their own interests. The mutual fire insurance companies are owned and controlled by the policy holders. It is to the interest of the property owners of the new state to make sure that the new constitution is not burdened with any propositions which will give the stock companies an advantage over the mutual fire insurance companies.

## OREGON.

Portland, Ore.—The Western Grain & Supply Co. incorporated.

Portland, Ore.—Grain exports are feeling the lack of terminal facilities severely. The railroads also are short of motive power. A train of forty cars, loaded with wheat, has had to be stopped and held at Linnton because no space was available on the tracks in the yards.

## PENNSYLVANIA.

Mt. Carmel, Pa.—Hughes & Hughes Grain & Feed Co. has succeeded J. W. Hughes.

Pittsburg, Pa.—George T. Sullivan, who gained notoriety in the bucket-shop business at Chicago, is in trouble at this city, his concern here having been incorporated under the laws of South Dakota and not under the laws of this state.

Philadelphia, Pa.—A new concern is that of Warner & Picard, who have recently established offices in the Bourse Building, where they will conduct a jobbing and commission business in grain, hay and feed. Mr. Warner has had several years experience in the grain business.

Pittsburg, Pa.—The Pennsylvania Lines west of Pittsburg and the Baltimore & Ohio Railroad Company positively refuse to deliver any cars, whether shipped to order or straight, without surrender of the original Bs/L. Shippers should be careful to forward all such documents to receivers promptly.

Pittsburg, Pa.—The shipping rules of the Grain and Flour Exchange, adopted in February, last year, are still in effect. Immediate shipment shall mean within three business days after date of sale. Quick shipment shall mean within five business days after date of sale. Prompt shipment shall mean ten business days after date of sale. Where no shipping time is given prompt shipment is applied.

Pittsburg, Pa.—The grain dealers of Allegheny county gave their first annual banquet Dec. 18, at the Monongahela House, 150 members of the Grain and Flour Exchange being present. The toastmaster was D. G. Stewart. Mayor Guthrie and J. W. Wardrop, of the Merchants' Ass'n, were among the speakers, while H. M. Prall discussed the grain business. An orchestra and the Feed Men's Quartet enlivened the banquet, which was most successful.

Philadelphia, Pa.—About 5,000 sample bags of grain and flour were thrown in celebration of the close of the old year, Dec. 31, on the Commercial Exchange. The battle raged to the inspiring strains of a band. There had been some talk of abolishing the annual battle, but Wat-



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The best Coal for Dealers to handle.

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son Walton, chairman of the entertainment committee, said that a majority of members were in favor of the frolic. The objectors declare the battle is not a representative one, and that towards the end clerks, messenger boys and floor boys engage in the melee.

#### PHILADELPHIA LETTER.

A congressional appropriation of \$1,500,000 is being urged by the grain and trade interests here for a deep water channel in the Delaware.

The wheat market is quiet and steady and so is corn, while oats of all desirable qualities show more activity and are being sought after at firm prices.

A site is being looked up along the Delaware river for a mammoth modern grain eltr., with grain drying machinery, which is promised by the Baltimore & Ohio Railroad Co.

Since the closing of the Bourse and all of the trade Exchanges on Jan. 1, the men on the grain floor have become quite optimistic upon the prospects for business during the New Year.

The receipts of wheat for the past year show an increase of 5,177,686 bus. over those of 1905. Export corn increased 1,363,998, and export wheat 4,765,593 bus. Oats receipts, as well as for export showed a decrease against the preceding year.

The last Tuesday of this month is the time officially prescribed for the regular yearly election by the Commercial Exchange. A president, vice president and six directors will be chosen. All nominations must be posted ten days previous.

The Commercial Exchange, with its 412 active members, is moving steadily and surely ahead. The finances of the concern are in very satisfactory condition and the sinking fund is now passing the \$100,000 mark.

The Quaker City Milling Company of which Samuel Bell, Jr., is president, have already begun to restore the \$80,000 fire loss upon their property in West Philadelphia, and will enlarge and modernize the plant with extensive up-to-date equipments.—S. R. E.

#### SOUTH DAKOTA.

Kennebec, Hotch P. O., S. D.—The Yancton Milling Co. is erecting an eltr.

Wetonga, (no P. O.), S. D.—The Hawkeye Eltr. Co. is erecting an eltr. on the M. & St. L. Ry.

Evarts, S. D.—Peter Jali will build eltrs. at Hoven, and at the new stations Lowry and Tolstoi on the M. & St. L. Ry.

Volga, S. D.—The Volga Roller Mill Co. has recently completed a 12,000-bu. grain storage addition to its mill.—C. C. Dyball, agt., Bingham Bros.

Aberdeen, S. D.—R. O. Williams, traveling auditor for the Pacific Eltr. Co., of Minneapolis, Minn., was married recently and will continue to make his headquarters here.

Volin, S. D.—The car situation here is getting to be something fierce and the coal question is worse. I have had hard and soft coal ordered for six weeks, but can get no relief.—Western Eltr. Co., J. M. Sadler, agent.

Sioux Falls, S. D.—J. P. Hull, formerly of the Northwestern Eltr. Co. at Willmar, Minn., will represent the New London Mill Co. also of Willmar, at this point. It is understood that Mark Magnusen will succeed Mr. Hull with the latter firm.

Sioux Falls, S. D.—The Western

Eltr. Co. is defendant in a suit by a landlord, E. W. Coughran, to recover for grain sold by his tenant after he had notified the company he held a mortgage on the crop. The verdict of the jury was in favor of the eltr. company.

Bushnell, S. D.—The Davenport Eltr. Co.'s eltr. containing between 12,000 and 15,000 bus. of grain, burned recently with contents involving a loss of about \$14,000. The fire is thought to have been caused by sparks from a passing engine. Joe Bairey is mgr. for the company which will rebuild.

#### SOUTHEAST.

Bartonville, Va.—L. R. Dettra & Co. will erect a 20,000-bu eltr.

Clarksburg, W. Va.—While there has not been much grain coming in it is now beginning to come in to this territory and we are placing some corn orders for western shippers.—United Brokerage Co.

Richmond, Va.—The Grain Exchange presented Captain B. A. Jacob with a solid silver loving cup lined with gold, Dec. 25, in appreciation of his faithful service as the secy. and treas. of the Exchange for the past 25 years.

Norfolk, Va.—E. B. Hodges is urging the Board of Trade to consolidate the business organizations of the city, so that there shall be only one grain inspector at this port, this inspector to be appointed by the single organization. Mr. Hodges was a delegate to the uniform-grades congress at Chicago, and on his recommendation the grades established by the congress were adopted by the Board of Trade.

#### TENNESSEE.

Nashville, Tenn.—J. A. & O. L. Jones will erect an eltr. and mill here costing \$100,000.

Nashville, Tenn.—The J. H. Wilkes Co. incorporated, capital stock \$15,000; incorporators J. H. Wilkes, Tim H. Moore, R. H. McClelland and Sam C. Wilkes.

Nashville, Tenn.—Chas. Rouzer, mgr., has announced the opening of the Hermitage Eltr. & Warehouse operated by the Nashville Terminal Co., of which Walter E. Knox is gen. mgr. Grain is being received for storage and handling in all its departments. This eltr. is public, open to all on a just and equitable basis.

#### TEXAS.

Cranfills Gap, Tex.—The Farmers Grain Co. incorporated, capital stock \$6,500.

Marlin, Tex.—The Allen-Curry Lumber Co., dealer in grain, lumber and coal, writes that it contemplates erecting a grist mill in connection with its feed business.

Texas shippers have begun suits against the railroads to recover heavy damages for unwarranted delay in transit. Freight from the North and East has been delayed in railroad yards in Texas eight and nine weeks.

Happy, Tex.—The Plains Lumber & Grain Co. incorporated, capital stock \$25,000; incorporators J. O. Bradenbaugh pres. and L. C. Cobb, secy. Mr. Bradenbaugh resigned several months ago from the Kansas City Board of Trade of which he was pres.

Galveston, Tex.—The grain exports from Galveston from Sept. 1 to Jan. 1,

were 7,848,473 bus. of wheat and 1,446,320 bus. of corn compared with 2,594,880 bus. of wheat and 4,633,433 bus. of corn for the corresponding period of last year as reported by C. McD. Robinson, chief grain inspector of the Galveston Board of Trade.

Dennison, Tex.—The Knaur-Lindsay Grain Co. has been given 30 days notice by the Missouri, Kansas & Texas Ry. to vacate the site of the company's present building to make way for the erection of the railroad's new depot. The company will comply at once, moving one of its buildings on ground recently purchased for the purpose and probably tearing the main house down.

Fort Worth, Tex.—The Southwest badly needs a terminal grain market, such as Kansas City, but without proportional rates, such as existed prior to a year ago, a full development of such a market cannot be expected, although Fort Worth is logically, geographically and otherwise the proper place for such a market. If the railroads would put in proportional rates there would be no trouble in interesting capital in behalf of a large public eltr. This, of course, would be of the greatest interest to Fort Worth in particular, and Texas in general, as we would then have a base of supply which would tide us over extreme cases, such as the present car shortage. Some of the grain hauling roads refuse to allow their cars to go beyond Fort Worth, but if we had storage facilities in the way of a public eltr., the cars could be unloaded and sent back for another supply and the roads hauling the grain to its destination throughout the state could furnish cars for the hauling of the grain beyond Fort Worth. Considerable of the trouble on account of car shortage has been occasioned by the failure of the roads to let their cars go through, and a very large number of cars have been put out of commission on account of standing loaded for days, weeks and sometimes months at junction points, in many cases on account of the lack of facilities for transferring the grain and other merchandise.—H. B. Dorsey, sec'y Texas Grain Dealers Ass'n.

#### WASHINGTON.

Davenport, Wash.—The Seattle Brewing & Malting Co., of Seattle, is erecting a large grain storage warehouse here.

Seattle, Wash.—The car shortage matter is to be heard by Interstate Commerce Commissioner Franklin K. Lane here, Jan. 21.

Huntsville, Wash.—Albert E. Corbett, senior member of the firm of Corbett Bros., died Dec. 10 of typhoid-pneumonia, at the age of 52 years.

Odessa, Wash.—The Big Bend Grain Co.'s warehouse leased by Mayer & Banko and containing 60,000 bus. of wheat, settled Dec. 1 causing the sides to spread. The thousands of bus. of grain spilled were repiled owing to the inability of the railway to furnish cars. The building is almost a total wreck.

Spokane, Wash.—The Northern Pacific Ry., which had hundreds of empty cars standing still on its lines for want of motive power, is permitting grain dealers to load grain into the cars, to protect the grain from the weather. Between Pasco and Sprague the road has had 365 empty cars on sidings.

Spokane, Wash.—Our company has about 800,000 bus. of wheat sold to go to the coast, and we have only received.



one or two cars in the last four weeks on this line to load with wheat to ship to the coast, and this was receipted for by the railroad agent, subject to Great Northern accepting this wheat at Adrian on their line for transportation to the coast. On the old Seattle & Lake Shore branch of the Northern Pacific, there has not been to exceed fifteen cars of wheat billed out since the beginning of the wheat season, last fall. And, unless we can get more cars on the Central Washington in the future than we have had in the last four months, it will take the railroad companies two years to move what wheat there is on this line.—J. K. Smith, sec'y Washington Grain and Milling Co.

## WASHINGTON LETTER.

Seattle, Wash.—Grain of all kinds remains scarce and prices are advancing every day. The market has drained all available stock on the Puget Sound and unless some shipments are received from the east the entire stock will be exhausted.

Seattle, Wash.—Millers and exporters have orders on their books for over 40,000 tons of wheat and flour for North China ports and the same is to be shipped within 90 days. This is caused by the failure of the wheat crop on the Fangtzu River and over 3,000,000 Chinese are said to be starving.

Genesee, (no P. O.), Wash.—W. R. Brown & Bros. own two sections of land on the N. P. Ry., and have erected a steel tank having 25,000 bu. capacity. They own their own threshing outfit and figure the cost of threshing and delivery in eltr. at 3½¢ a bushel, saving from 9 to 11 cents for sacks. Many of the farmers are preparing to erect their own storage tanks thruout the Palouse country.—H. K.

## WISCONSIN.

Osseo, Wis.—The Osseo Mercantile Co. has installed a new gasoline engine.

Janesville, Wis.—John Stone Draper, formerly in the grain business here, died Jan. 6 at Chicago, aged 83 years.

Livingston, Wis.—We have recently purchased the 5,000-bu. eltr. and business of G. J. Biddick & Son.—W. B. Alton, W. F. Alton & Co.

Superior, Wis.—Judge Vinje, of the Circuit Court, on Jan. 2, decided against the Globe Eltr. Co. with regard to the taxation of grain in store, and the company will appeal to the higher court.

Milwaukee, Wis.—The more boisterous parts of the usual New Year's celebration were omitted on the Chamber of Commerce. The day was marked by vaudeville specialties and dancing.

Milwaukee, Wis.—P. P. and Geo. P. McLaughlin, late members of the Chicago Board of Trade, have established an office on Broadway, under the firm name of McLaughlin Bros.

Milwaukee, Wis.—Carson, Craig & Co., of Detroit, Mich., were given judgment recently against the Milwaukee Produce Co. for \$2,700 damages for failure to deliver beans sold. The Milwaukee Produce Co., Herman Reel, mgr., sold beans for future delivery, the market advanced, and settlement was refused on the allegation that it was a gambling contract.

India will have a heavy surplus of wheat for export, reports special agent Chas. M. Pepper at Karachi, thru which port about 90% of the Indian crop is shipped. Annual shipments are expected to reach 2,000,000 tons soon.

## Death of George Beyer.

The many friends of George Beyer, and he had a host of them, will be deeply grieved to learn of his sudden death at his home in Depue, Ill., yesterday at four P. M.

Mr. Beyer had been engaged in the grain business at Depue for twenty years and turned the business over to his son-in-law to accept a position as Secretary of the Illinois Grain Dealers Ass'n, which he served conscientiously and well for two years. Quiet and unassuming, his



Geo. Beyer, Depue, Ill., Deceased.

reserved and kindly manner won for him a friend wherever he became known.

Giving up Ass'n work he purchased an interest in the McLeod Automatic Scale and established a factory at Peru, Ill., where he won a full measure of success as the General Manager of the company.

He had a vigorous, robust constitution and his taking-off will be a great surprise as well as a cause of great sorrow to many Ass'n workers with whom he has come in contact during the last five years. His remains will be buried at Hollowayville, Ill., tomorrow.

## Receipts of Wheat and Corn at Primary Markets.

Receipts of winter and spring wheat at the leading primary markets since July 1 and prior to Jan. 11 have been 148,836,342 bus., compared with 162,925,983 bus. for the corresponding period of 1905-6.

Corn receipts for the present crop year have been 89,572,660 bus., compared with 95,848,027 bus. for the corresponding period of last season.

## Echoes of Ohio's Seed Corn Special.

BY ONE OF THE GRADUATES.

Prof. McIntire says, "Don't bring up the soil from China in your cultivation."

Grimes to the farmer: "If you don't see what you want, ASK for it."

Directors Thorne and Goddard said: "It's great. Beats Indiana or Illinois."

Prof. Foord said: "Don't raise air, raise corn." A farmer: "Sometimes we raise Hell!"

Prof. McCall's alfalfa roots grew 30 ft. en route and produced thirteen crops on the trip.

Prof. Kyle on alfalfa was "out of sight" most of the time, but was "head and shoulders" when in evidence.

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## F. R. MORRIS Grain Driers

and conditioners for all kinds of grain are giving Universal Satisfaction and coming more in demand as the perfect work they are turning out wherever in use demonstrates to all investigators their superior work over all other makes of drying or conditioning damp, damaged or musty grain. Built in any capacity to suit purchasers. For catalog or estimates of cost write

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**\$45.00**  
**No Other Cost**

As we furnish everything complete other than a millwright's or carpenter's time of three to five hours required to erect a manlift. It will save you its cost in six months.

The use of a manlift destroys the possibility of an overflow of the oats into the corn bin.

We manufacture a full line of elevator supplies.

**Burrell Mfg. Company**  
251 S. Jefferson Street  
CHICAGO, ILLINOIS  
Factory Bradley, Ill.

## Interlocking Gates for Multiple Receiving Sinks.

The present practice of constructing large terminal and transfer elevators with their storage in detached tanks has reduced the dimensions of the working house proportionately until the length of track in the building is inadequate to accommodate large receiving capacity. Instead of lengthening a costly structure to cover the tracks it has been found more practical to house the receiving tracks in parallel sheds, with conveyor belts from car pits to receiving legs, thereby giving the latter a steady feed of grain and keeping the costly machinery constantly employed.

A hazard accompanying the discharge of grain from several receiving sinks onto the same belt is the probability that wheat will become mixed with corn or oats or that different grades of the same kind

of grain will be mixed, thru the inadvertent opening of the gates of more than one sink at the same time.

It is the duty of the operator to discharge the contents of one sink entirely before he opens another sink in the series to empty it of its contents. Experience shows that it is not practically possible to observe this rule, since mistakes frequently occur, and the valves become defective in operation with use, causing the sinks to leak, with the highly objectionable result of mixing different grains.

The opening of more than one gate at a time is absolutely prevented by an interlocking lever mechanism, which has been adapted to the gates of the receiving sinks by John S. Metcalf, and for which letters patent, No. 836,392, have been granted. The construction and operation of this invention are shown in the engravings herewith, representing a cross section thru track shed, sinks, conveyor belt and elevator boot, a plan of a pair of gates forming one of a set of four, and an elevation of the lever.

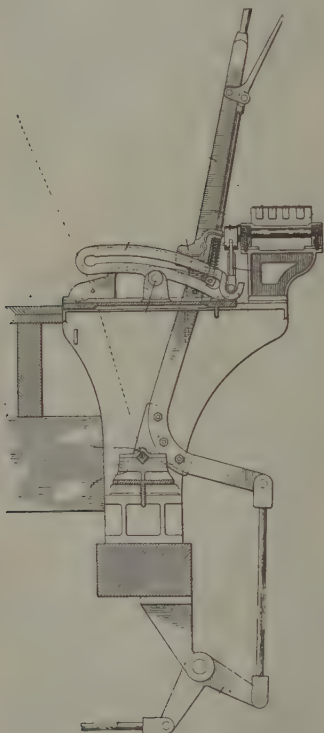
From each sink a rod runs to the elevator building, where it is reciprocated by a hand lever. In the plan the four rods are shown and the sink gates nearest the elevator building, the three other rods extending to the farther three tracks.

The interlocking mechanism as shown in the elevation of lever is substantially identical with the railway switch interlocking mechanism in common use known as the "Saxby" and "Farmer." The

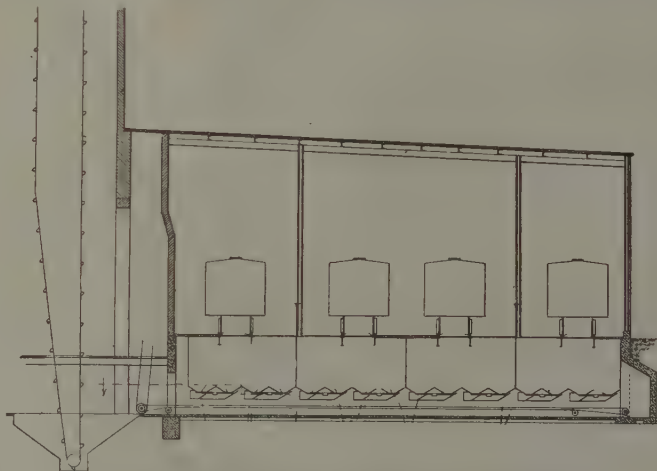
hand-operated levers have bell crank lower ends connected with lower bell cranks by vertical rods. Each hand lever carries a shoe engaging a segment pivoted near its center and slotted. Near one end of each segment is an upwardly opening socket in which the rounded end of a vertical link is seated, each link being connected at its upper end to a crank arm rigidly fastened to a different shaft carrying an upwardly extended finger for engagement with the interlocking bars.

Mr. Metcalf describes its operation as follows: With the sinks filled with grain unloaded into them from cars the operator, desiring to open the hoppers in any one of the bins of a transverse series thereof, pushes the hand-operated lever connected through the intermediate mechanism with the valves of that particular sink. Thus operating that lever causes the two sets of valves connected with it to turn on their pivots, thereby uncovering the hopper-discharge openings of the respective sink and discharging the contents upon the traveling conveyor below.

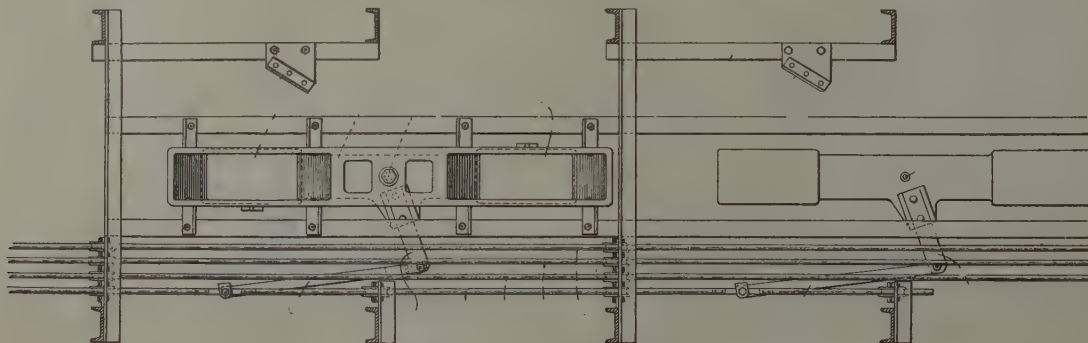
Throwing the lever causes the segment to rock upon its pivot in a well-known manner to effect thereby raising of the link confined in its socket end. Thus raising the link causes the turning of the respective shaft connected therewith, and consequently oscillation of the finger thereon, the latter impinging against the side of the socket, into which it protrudes and causing its coacting bar to be shifted, with the result of interlock-



Operating Lever for Interlocking Gates.



Cross Section of Four-Track Receiving Shed and Elevator Leg.



Plan of a Pair of Gates of Multiple Receiving Sinks.



ing the other bars. Thus when one of the primary operating levers is thrown to open the discharge from one sink and the grain is flowing from that sink to the conveyor it is impossible to operate any of the other levers to release the contents of another sink over the same conveyor.

## National Reciprocal Demurrage Convention.

Three hundred delegates representing forty ass'ns in 20 states met at the Fine Arts bldg., Chicago, Ill., Jan. 4 and 5, to discuss the present car service situation, and, if so decided, to arrange for the presentation to Congress of amendments to the Interstate Commerce Act requiring railroads to pay shippers of carload commodities a reciprocal demurrage for failure to place cars for loading and for failure to move cars a specified distance daily toward destination.

The lumber industry was well represented, and several shippers of coal, hay and grain were present.

S. P. Anderson of Memphis, Tenn., was elected chairman and J. E. Defebaugh of Chicago secy.

A resolution committing the convention to support of the Madden bill for reciprocal demurrage was voted down and the following adopted:

Resolved, That it is the sense of this convention that Congress shall pass a federal law indorsing and making it the duty of the Interstate Commerce Commission to make proper rules for reciprocal demurrage.

A committee of nine was appointed to go to Washington and appeal to Pres. Roosevelt to send a special message to Congress at once asking demurrage legislation. The committee is composed of Victor F. Beckman of Seattle, chairman; S. P. Anderson, Memphis, Tenn., representing the lumber interests; Walter S. Bogle, Chicago, representing the coal interests; C. I. Millard, Chicago, representing both lumber and coal interests; H. H. Smith of Detroit, representing the Michigan Manufacturers' Ass'n; J. A. Van Hoose, pres. of the Southern Wholesale Grocers Ass'n; E. M. Wasmuth, Roanoke, Ind., pres. Ind. Grn. Dirs. Ass'n; E. M. Wayne, of Delavan, Ill., pres. Illinois Grain Dealers Ass'n, and J. E. Defebaugh, of Chicago, secy.

The committee, after laying the sentiments of the convention before the proper authorities, has been instructed to collect the necessary data to show the traffic conditions from which shippers are suffering, in order that it may be laid before the Interstate Commerce Commission, Congress, and the president.

The consensus of opinion of the delegates was that individual shippers and ass'ns shud at once begin pressure on Congressmen for the enactment of a reciprocal demurrage law. A proposition to advocate reciprocal demurrage in state legislatures met disfavor.

The failure of the railroads to provide adequate facilities for the movement of freight was vigorously denounced by the delegates, many of whom were surprised to learn that other sections of the country were suffering as severely as their own territory.

Victor F. Beckman, secy. of the Pacific Coast Lumber Dealers Ass'n, said: We have 116 sawmills and shingle mills in the state of Washington that are closed down to-day and are on the verge of bankruptcy. Notwithstanding this fact the net earnings of the Northern Pacific

stand, with one exception, the highest in the United States. The gross earnings of the Northern Pacific last year were \$61,000,000; net earnings, \$30,000,000. The Pennsylvania had gross earnings of \$133,000,000; net earnings, \$32,000,000.

"The Pennsylvania has 6,000 locomotives and 218,000 cars. The Northern Pacific has 1,005 locomotives and 36,000 cars. The Great Northern has one locomotive for every seven miles; the Pennsylvania has one for every mile and a half.

"The Northern Pacific has one locomotive for every five miles; the Erie has one for every mile. The gross earnings per mile on the average of forty-one of the largest roads in the United States—and this is taken from the annual reports of these roads and is not guesswork by any means—was \$3,826.63.

"The gross earnings per mile of the Northern Pacific for the fiscal year ending June 30, 1906, were \$11,276.41; and of the Great Northern \$8,972.02. The average net earnings of forty-one roads, including the Great Northern and the Northern Pacific, per mile, were \$1,272.52; the net earnings per mile of the Northern Pacific last year were \$5,549.19; of the Great Northern, \$4,507.19.

"Our present shortage has lasted thirteen months and I tell you frankly that some of our people are going out of business, not voluntarily, but by the aid of the sheriff, and we are up against it real hard. We are up against the proposition so hard that we have joined issues with the expectation of being put out of our misery quickly, and we will begin suit shortly asking the government to put the Great Northern and the Northern Pacific in the hands of a receiver.

"We are doing that on the ground that they have not fulfilled their duties as public carriers. The Northern Pacific received 32,000,000 acres of land from the government for certain specific purposes; one was that the road was to be used for military purposes in case of war, and another one was that they should build up the property and the country there, and take care of the business.

"They have not done that, and we are going to find out the reason why. They have 9,000,000 acres left, and we want to know why they are not selling that to provide equipment and take care of the business.

"We also are to start damage suits against the railroads to the extent of about \$15,000,000, something over a thousand damage suits, which we are going to push for all that is in us.

"We are going to stay with them. That is our position irrespective of what this convention may do. We are going to fight it out and find out if the shippers have any rights."

Another mill has joined the macaroni wheat grinders—the Hawley Roller Mill Co., at Hawley, Minn.

There are fifty-seven varieties of reasons for the car shortage, and each one sharpens the appetite for reciprocal demurrage.—Freight.

The uniform B/L is to be again considered by the committee which met in New York at the close of the year and agreed on its meaning. The wording will be revised.

The report of the Interstate Commerce Commission on the alleged combination between railroads and elevator operators covers 3,200 pages and will be given to the public late in January.



## The Minster Machine Company, Minster, Ohio

Mfrs. of the Minster Friction Clutch Pulley Friction Cut Off Couplings, Friction Clutches with extended sleeves, to which wood split pulleys, sprockets, gears, etc. can be attached. Catalog and prices on application.

## Fumigate your Elevators and Mills with

# FUMA

The only satisfactory method of treating grain in the bin; kills all insects, weevil, moths, etc.

10c per lb. in 50 lb. and 100 lb. drums.

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## THE ATLAS CAR-MOVER

Manufactured exclusively by

The Appleton Car-Mover Co. Appleton, Wis., U. S. A.

Is decidedly the best and most powerful Car-Mover on the market, and supersedes all others wherever introduced. Try an "ATLAS." It will pay for itself in a few hours' use.

## When in Trouble

Or when you need an investigation or settlement made, write me or call up Long Distance Phone Harrison 5022.

Misunderstandings arise wherein EXPERT ADVICE and ADJUSTMENT is invaluable.

I am equipped to serve you promptly and intelligently.

The Chicago Daily News, March 22, 1906, said:

"Mr. Hill has had a long experience in adjusting complicated cases for the Board of Trade, and this, together with his comprehensive knowledge of the rules, customs and working principles of the various leading trading organizations, qualifies him to render expert advice and supply information of great value."

JOHN HILL, JR.

MEMBER CHICAGO BOARD OF TRADE

Board of Trade Building, Chicago

Long Distance Phone Harrison 5022

Consulting and Auditing Expert Grain, Stocks, Cotton, Investments

# Seeds

Canada is said to have comparatively little red clover seed on hand.

The Western Seed & Grain Co. has engaged in the seed business at Boise, Idaho.

Import freight rates on seeds of all kinds, carloads, have been raised from 20 to 25c, New York to Chicago.

The Dakota Improved Seed Co., of Mitchell, S. D., has recently purchased a quarter section of land for the production of seed.

Receipts of alsike clover seed at Toledo so far this season have been 10,132 bags. For the week ending January 5 receipts were 55 bags.

Alfalfa as a soil fertilizer is being promoted by the Ohio Agricultural College, and after a few years may affect the production of red clover seed.

The price of seed bags has been set by the Toledo Produce Exchange, beginning January 3, at 21c for Starks and 19c for American, damaged bags to be valued by the seed inspector.

President Wood of the American Seed Ass'n has called a meeting of a committee to be held at Washington this week to consider what can be done to prevent the importation of foul grass seeds containing dodder and trefoil.

The Bachelor Seed Store has been incorporated at Utica, N. Y., to deal in seeds and agricultural implements. The capital stock is \$5,000, and the incorporators are W. M. Rass, C. F. Saul, Syracuse, and C. Langaud, Utica.

Iowa will enact a law to regulate the sale of impure, adulterated and misbranded seeds. A draft of a bill has been presented to the state board of agriculture by Mr. Packard, Professor C. F. Curtiss and State Dairy and Food Commissioner Wright.

The C. R. Baird Co., which for several years has been conducting a seed and feed business at Chattanooga, Tenn., has been incorporated, with \$50,000 capital stock. The old members of the firm remain, and Mr. King, of Louisville, Ky., has taken one-third interest.

Toledo received during the week ending January 5, 1,155 bags of clover seed, and shipped 1,667 bags; against 975 bags received and 2,492 shipped during the corresponding week of last year. Receipts for the season prior to January 5 have been 27,411 bags and shipments 7,595 bags; against 60,534 bags received and 11,821 bags shipped during the corresponding period of last year.

The free seed congressional graft is under fire from both farmers and seed dealers, leading the department of agriculture to plan for the expenditure of the \$150,000 annual appropriation for free seeds in other ways more beneficial to farmers. One plan is to establish a model farm in every congressional district, the farmers to furnish the land and equipment, and the government the expert supervision.

Exports of seeds during the ten months prior to November 1 included 1,977,656 lbs. clover seed, 9,384,060 lbs. timothy seed; other grass seeds valued at \$224,648 and 9,193,168 bus. of flaxseed; against 4,694,127 lbs. clover seed, 8,399,256 lbs. timothy seed, other grass seeds valued at \$177,680 and 432,338 bus. of flaxseed for the corresponding period of 1905, as re-

ported by O. P. Austin, chief of the bureau of statistics. Imports of clover seed for October were 585,648 lbs., those for October, 1905, not being stated.

Chicago received during the year 38,384,000 lbs. timothy seed, 6,578,000 lbs. clover seed, and 17,766,000 lbs. other grass seeds; against 53,347,000 lbs. timothy seed, 4,668,700 lbs. clover seed, and 20,574,400 lbs. other grass seed during 1905. The shipments during 1906 were 16,559,000 lbs. timothy seed, 2,853,000 lbs. clover seed, and 42,270,000 lbs. other grass seeds; against 15,189,000 lbs. timothy seed, 3,081,000 lbs. clover seed and 35,932,000 lbs. other grass seeds during 1905, as reported by Geo. F. Stone, secretary of the Chicago Board of Trade.

January liquidation in clover seed at Toledo is almost over. Deliveries were free and some was shipped out, but less than year ago. Receipts have been trifling larger than year ago, but partly to fill January contracts. Imports into United States past five months have been about 50,000 bags, including a little crimson. Seaboard has part and will try and supply some of the eastern demand with it. They will need more. Most dealers are long some and would like to see higher prices later. Speculation is very limited, as in grain, and this leaves market in a sensitive condition.—C. A. King & Co.

Chicago received during the week ending January 5, 586,360 lbs. of timothy seed, 59,449 lbs. of clover seed, 343,100 lbs. of other grass seeds and 55,800 bus. of flaxseed; compared with 154,900 lbs. of timothy seed, 37,197 lbs. of clover seed, 124,380 lbs. of other grass seeds and 36,100 bus. of flaxseed for the corresponding week of last year. Shipments for the week have been 330,045 lbs. of

## Crops of 1906 as Reported by U. S. Department of Agriculture.

States and Territories.	Corn Bushels.	Winter wheat. Bushels.	Spring wheat. Bushels.	Oats. Bushels.	Barley. Bushels.	Rye. Bushels.	Flaxseed. Bushels.	Buckwheat. Bushels.	Rice. (rough). Bushels.	Hay. Tons.
Maine	459,950		199,342	4,083,849	241,322			637,924		1,595,802
New Hampshire	983,775			424,212	32,250					719,554
Vermont	2,005,160		30,952	2,882,526	420,163			161,526		1,044,636
Massachusetts	1,775,520			214,472				59,555		763,510
Rhode Island	331,264			46,997						65,699
Connecticut	2,223,800			341,179		190,242		56,960		572,831
New York	22,685,000	9,350,180		40,233,754	2,266,576	2,430,226		6,109,458		6,038,580
New Jersey	10,082,289	2,033,002		1,662,491		1,347,844		208,764		560,373
Pennsylvania	57,960,239	29,073,188		31,816,496	212,950	6,025,011		4,788,000		3,993,627
Delaware	5,894,160	1,947,090		56,988		15,555		22,627		92,548
Maryland	22,007,325	12,942,416		808,484		239,649		146,225		353,167
Virginia	45,183,823	9,906,825		2,858,634	68,583	218,554		343,482		584,066
North Carolina	41,796,846	5,267,028		3,169,724		169,697		78,442	19,305	193,475
South Carolina	23,611,233	2,960,041		3,538,292		34,123			418,792	88,596
Georgia	52,066,596	3,161,070		3,862,291		117,910			86,135	145,289
Florida	6,875,000			394,240					82,705	30,000
Alabama	47,849,392	1,085,029		3,167,879		20,912			31,579	109,882
Mississippi	40,739,307	17,610		1,626,732					21,720	83,359
Louisiana	26,217,633			486,287					8,634,556	41,472
Texas	155,804,782	14,126,186		31,822,512	112,724	69,029			8,423	513,563
Arkansas	62,802,569	1,915,250		3,783,706		22,652			135,299	724,338
Tennessee	86,428,912	10,892,726		3,151,320	24,035	130,493				515,563
West Virginia	22,725,000	4,879,861		2,101,200					380,358	724,338
Kentucky	105,487,376	11,542,538		4,420,354	17,498	162,260				609,723
Ohio	141,645,000	45,202,100		45,380,000	632,250	1,014,000			247,000	3,477,000
Michigan	13,655,000	13,654,960		42,730,000	1,837,000	5,580,000			676,000	3,392,000
Indiana	143,893,767	48,080,925		50,196,000	249,483	1,105,000			69,040	2,612,500
Illinois	347,169,585	38,535,900		107,763,500	758,940	1,069,505			71,963	2,585,274
Wisconsin	60,105,732	1,148,896		91,630,000	22,349,600	4,546,259			546,000	3,105,000
Minnesota	50,149,277		56,901,591	72,011,180	31,591,420	1,707,046			4,741,528	1,459,390
Iowa	373,275,000	1,464,218	7,718,000	140,777,000	15,734,800	980,425			228,000	4,725,000
Missouri	228,522,500	31,784,900		14,685,503	39,582	284,400			262,026	2,128,112
Kansas	15,575,000	78,516,540		24,730,000	8,496,500	1,026,272			533,000	2,206,917
Nebraska	249,782,500	47,354,192		4,924,500	3,389,000	1,410,015			141,015	1,830,000
South Dakota	62,312,500		41,955,400	46,410,000	22,910,000	621,973			3,974,500	
North Dakota	4,170,000		77,896,000	40,485,000	15,815,400	433,840			14,510,876	
Montana	93,132		3,297,336	8,501,546	472,329	41,430			298,260	691,580
Wyoming	68,256		871,102	1,973,068	94,200	8,132				423,736
Colorado	3,157,336		8,266,538	5,962,334	759,771	45,580				1,596,542
New Mexico	1,120,500		1,120,500	424,507		15,012				191,785
Arizona	235,129		3,311,658	31,442		565,646				222,898
Utah	356,192		4,888,626	2,093,900		528,000				1,405,083
Nevada			869,526	262,898		260,875				255,292
Idaho	148,037	4,255,643	3,975,983	4,390,065	1,928,148	39,690			248,589	1,213,539
Washington	288,389	7,888,292	17,186,966	7,463,534	5,803,281	52,489				830,215
Oregon	499,091	8,122,757	6,092,800	9,621,508	2,695,170	172,843			24,576	858,370
California	1,994,814	26,883,862		5,156,238	38,760,000	802,355			12,504	1,133,465
Oklahoma	65,737,328	18,663,882		12,040,000	466,947	41,074				418,557
Indian Territory	68,438,264	2,890,188		7,446,571					50,272	64,596
United States	2,927,416,091	492,888,004	242,372,966	964,904,522	178,916,484	33,374,833	25,576,146	14,641,937	17,854,768	57,145,959



timothy seed, 3,500 lbs. of clover seed, 277,556 lbs. other grass seeds and no flaxseed, compared with 295,923 lbs. of timothy seed, 6,371 lbs. of clover seed, 169,959 lbs. of other grass seeds and 125 bus. of flaxseed for the corresponding week of 1905.

The Ontario Department of Agriculture reports that: Winter-killing and midsummer drouth told on clover fields reserved for seed, and the crop is a rather light one. When correspondents wrote but little of the crop had been threshed owing to the rush of other farm work. While not at all general, the midge was at work in various localities both east and west. Alsike, however, has turned out well where reported upon.

The Colorado Grain & Seed Growers Ass'n was organized at Fort Collins, Colo., Dec. 17, to encourage the recording of the ancestry of seeds grown by different members; fixing standards for seeds that may be eligible for registration; issuing certificates of registration to members by which registration selected seeds may be determined; to encourage exhibits of grain at state and county fairs; to publish for the benefit of the members all matter of interest to grain growing in Colorado. The ass'n starts with 35 members and the following officers: Pres. W. H. Olin, agricultural college, with vice pres. representing southern, eastern, western and northern Colorado; sec., F. Knorr, Fort Collins; treas., E. L. Chatfield, Littleton.

The law should be wiped out altogether; or, if not, the annual seed distribution should be limited to rare plants or plants used for experimental purposes only, and should be under the control of the Department of Agriculture solely and distributed through the different experiment stations to farmers who make application. The experiment station is the place to determine whether a plant is valuable in that locality. In short, this annual seed distribution is one of the biggest humbugs of the day, with which it is impossible to have any sort of patience. It is an insult to the intelligence of any good farmer. Give your congressman to understand by letter that if he votes another time for that hoary old fraud you will scratch his name off the ticket the next time he is a candidate. A few thousand letters of this kind would save the government from a quarter to a half million of dollars each year.—Wallace's Farmer.

Clover seed has been firm lately. March delivery at Toledo closed at \$8.45 last Saturday and \$8.27½ a year ago. Domestic conditions are a great deal more bullish than a year ago. It is a little early yet to determine the outcome of the foreign situation, but most of the reports that say that their market is stronger as compared with American prices than a year ago, or in other words, they have advanced as fast, if not faster, than we. Domestic buyers appear to be holding off. The real test will come along the last of February. The bulk of the trade is centered in March seed and a little later on it should become more active. The indications are that receipts will not be very heavy this month. We get letters every day from Ohio and Indiana saying they will have to buy considerable seed for their spring trade. A good share of our receipts the past month has been foreign seed. The main factor will be the amount of seed that comes from abroad.—J. F. Zahm & Co.

## Exports of Glucose, Corn Oil and Cake.

Glucose amounting to 159,102,189 lbs. was exported during the 10 months prior to Nov. 1; against 149,234,397 lbs. during the corresponding months of 1905.

Corn oil amounting to 3,269,636 gals. was exported during the 10 months prior to Nov. 1; against 2,085,416 gals. for the corresponding period of 1905.

Corn oil cake amounting to 44,898,575 lbs. was exported during the 10 months prior to Nov. 1, against 39,475,000 lbs. for the corresponding period of 1905, as reported by O. P. Austin, chief of Bureau of Statistics.

## Exports.

Buckwheat amounting to 337,766 bus. was exported during the 10 months prior to Nov. 1, against 185,622 bus. for the corresponding period of 1905.

Broom corn valued at \$191,633 was exported during the 10 months prior to Nov. 1; against \$183,427 worth during the corresponding period of 1905.

Malt amounting to 589,404 bus. was exported during the 10 months prior to Nov. 1; compared with 485,156 bus. during the corresponding period of 1905.

Linseed oil cake amounting to 624,654,211 lbs. was exported during the 10 months prior to Nov. 1; compared with 434,677,186 lbs. during the corresponding months of 1905, as reported by O. P. Austin, chief of the Bureau of Statistics.

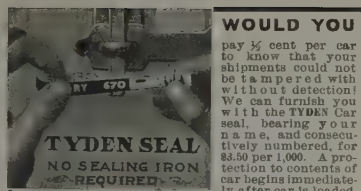
## Exports of Breadstuffs.

Our exports of breadstuffs for the 11 months prior to Dec. 1 included 55,510,445 bus. of wheat, 95,125,276 bus. corn, 25,264,738 bus. oats, 1,072,251 bus. rye, 13,180,966 bus. barley and 12,931,694 bbls. wheat flour; compared with 13,285,499 bus. wheat, 92,590,618 bus. corn, 22,802,122 bus. oats, 465,813 bus. rye, 11,424,450 bus. barley and 9,410,019 bbls. wheat flour for the corresponding months of 1905. The total value of all breadstuffs exported was \$165,090,559, against \$119,635,762 for the corresponding 11 months of last year, as reported by O. P. Austin, chief of the Bureau of Statistics.

As shown by the exports for November, wheat is continuing to gain upon wheat flour, the exports of the grain for the month having nearly doubled, while flour has decreased in volume. Oats, which made so good a showing during the 11 months, fell off greatly in volume during November, the exports for the one month having been only 169,407 bus., against 6,528,000 bus. for November, 1905.

The parliament of New South Wales recently considered the following resolution: "In the opinion of this House the time has arrived for the erection of grain elevators in conjunction with our railway system, so as to afford producers in this state the most economical method of handling and exporting grain in bulk, and thus enable them to compete with other grain-growing countries."

We have been running an advertisement in the Grain for Sale column of the Journal and we assure you it has had the desired effect. We are getting inquiries daily and could to-day sell a great deal more grain than we are able to furnish. We believe that advertising surely pays in a magazine like the Grain Dealers Journal.—A. R. Clark Grain Co., Wichita, Kan.



Order now. Samples sent free

## International Seal & Lock Co.

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## Cooling Water

in the water jacket of your gasoline engine **will not freeze**, nor the jackets crack if you mix our

## CALCIUM CHLORIDE

with it in the proper proportions. No worry, no draining water every night, for it can't freeze. No evaporation, no sediment, better than salt for fire barrel. Write for full particulars.

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## Grain Buyers Weight and Copy Book No. 66

Is designed for agents of line companies, to use in keeping record of each day's purchases. Sending carbon copy to home office and retaining original. It saves labor and time and prevents errors in copying.

This book is 12x12, contains 225 pages and has room to record 7,425 loads in duplicate. Each page has duplicate printing for column heads of Gross, Tare and Net weights and the page is perforated down the middle from top to bottom, so that half of it folds back on the inside half, bringing the duplicate printing on half of the page over the printing on the under half, so that when a carbon paper is inserted between the leaves formed by folding back the page, an exact duplicate is made of the original entry.

A sheet of pressboard 6x12 inches is furnished with each book. It is placed between the pages and makes a good writing surface. Three sheets of carbon paper are furnished with each book.

The book is well bound in heavy board covers. Price, \$2.00.

## GRAIN DEALERS JOURNAL

255 La Salle St., CHICAGO, ILL.

## The Car Famine.

Recently we sent out the following questions to a number of grain elevator operators and have received replies which follow them:

## CAR FAMINE.

Dear Sir:

(1) We would appreciate it very much if you would kindly write on this sheet whether or not grain elevator operators at your station are experiencing any difficulty in obtaining cars needed.

(2) HOW MANY cars of grain have been loaded at your station since Dec. 1st?

(3) HOW MANY, in your estimation, would have been loaded out had the cars wanted been furnished?

(4) HOW MUCH, in your estimation, have the grain dealers at your station lost by reason of their not obtaining cars ordered?

(5) HAS IT been necessary for you to cancel any sales on account of being unable to make shipments?

Arthur, N. D.: (2) Fifteen cars. (3) If cars had been furnished about 100.—North Western Elev. Co.

Hannaford, N. D.: (2) About 80 cars. (3) 300 cars. (4) About \$1,500 each. (5) Yes. Some sales cancelled.—Farmers Elev. Co.

Fessenden, N. D.: (2) About 40 cars. (3) Perhaps 240 cars. (4) Counting interest and insurance we are losing \$15.00 per day. (5) Yes. Some sales have been cancelled. We are out about \$700 on November deals.—Regan & Lyness.

Dazey, N. D.: (2) 20 cars. All of them are standing on side track yet. These were set in with loads. Not an empty has been set in. (3) 200 cars. (4) I can only speak for ourselves. We have lost during the season in the neighborhood of \$2,000. (5) Yes. Have been cancelling sales every month since Oct. 1st.—Dazey Farmers Elev. Co.

Ellendale, N. D.: (1) Are getting all the cars needed now. (2) 24. (4) We have lost about 25,000 bus. Other houses here have been able to keep open. We shipped a car of flax in Oct. by the Mill, which was inspected in Duluth Oct. 15th, and was unloaded Dec. 26th, having stood at Duluth 72 days before we could get it delivered to consignee.—F. M. Walton.

Hankinson, N. D.: We have not experienced much difficulty in obtaining cars here at Hankinson, this being a competing point. I have loaded since Dec. 1st 15 cars. If the 3 other elevators have loaded a like amount it would make sixty cars, which is not far from correct. None of the four elevators so far have been blocked.—W. T. Spencer, Agt. Cargill Elev. Co.

Arvilla, N. D.: We have not been in very hard luck here for about half of our crop was struck by hail, but if the crop had come through all right we would not have been able to handle more than half the grain that would have been marketed here. As it is we have been able to handle all that came by mixing all grades together.—O. W. Cronin, Agt. M. & W. Elev. Co.

Courtney, N. D.: (1) We have experienced much difficulty. I am convinced that this car shortage is done for a purpose which I can not quite solve, and that it is not a legitimate car shortage. I believe the facts will eventually come out. (2) Not to exceed 50 cars. (3) Not less than 150 cars. (4) About \$2,000. (5) We have been hurt to the amount of \$500 by failing to fill sales.—Curtis Shepard, Agt. Courtney Farmers Elev. Co.

Auburn, N. D.: Cars! Don't mention it. We simply can't get them. Two cars have been loaded here since Dec. 1st, and they are still on the side track. Freight stopped here yesterday and placed four cars at the end of the switch where nobody can get at them. There would have been at least 40 cars loaded here during Dec. if we could have gotten them. The loss I can not estimate. I loaded a car on Dec. 1st, which stood here on sidetrack 21 days, and it has not yet arrived in Minneapolis.—Chas. J. Hanson, Agt. St. Anthony & Dak. Eltr. Co.

Fargo, N. D.: We are having no trouble at Fargo. Three railroad lines run in here, which gives us competition and we can get empty cars any day. The great trouble is in getting empty cars to load at outside local stations where there is no competition. When we do get an occasional car loaded, it is almost impossible to have it transported to destination. It has been necessary for us to cancel a great

many sales on account of being unable to make shipments, and has been necessary for us to refuse to book a great many orders, which we could have filled, if it had not been for this inability of the railroads to handle the business. We have several thousand bushels of grain bought throughout the country which we wish to bring in here and clean up for seed, but we have not been able to get a single car in since early in December. It is a serious check to business, and the worst of it is, there is no improvement in sight. The conditions seem to be worse to-day than they were a month ago.—Magill & Co.

Alexandria, S. D.: (1) Not to any great extent. A delay of 5 or 6 days.—Agt. Shanard Eltr. Co.

Brookings, S. D.: (2) Cannot say. (3) We have been supplied with all the cars we asked for. (4) None. (5) None. What grain is on the ground is in stack and hardly think railroads to blame for it.—Geo. P. Sextant.

Winfred, S. D.: Have had no trouble in getting empties when I wanted them. This elevator has not lost one cent by reason of not obtaining cars. Have not had to cancel any sales on account of not being able to make shipments. Cars are offered to us every day now if we want them. I have no kick on the C. M. & St. Paul Railway Co.'s furnishing empty cars to ship our grain out.—J. A. McGovern, Mgr. The Farmers Elev. Co.

Clontarf, Minn.: (1) No difficulty. (2) Only 6 or 7. (4) None. (5) No sales cancelled.—Northwestern Eltr. Co.

Adams, Minn.: (2) Twenty cars. (3) No more. Got all cars wanted. (4) Nothing has been lost. (5) No sales cancelled.—M. & J. Kresbach.

Clara City, Minn.: (2) About 15. (3) Perhaps 40. (4) I have no idea. (5) No sales have been cancelled.—The St. Anthony & Dakota Eltr. Co.

Courtland, Minn.: (2) Five cars. (3) Ten cars. (4) \$800. (5) Yes, have cancelled some sales. I had to lock the elevator for couple of days and lost some grain.—Herman Poehler Co.

Lake Park, Ia.: (2) Twenty-five cars. (3) Sixty. (4) Could not say. (5) Do not know. Am agent.—Greig & Zeeman.

East Elkport, Ia.: (1) Yes. Have had some difficulty. (2) Three. (3) Five. (5) No sales have been cancelled.—C. Schnepf.

Guttenberg, Ia.: (1) We have no difficulty in obtaining cars. (2) Three cars of grain have been loaded here since Dec. 1st. (4) None. All cars needed. (5) No sales have been cancelled.—M. H. Kahn.

Estherville, Ia.: (2) Average of three each at six of our stations. (3) Fifteen at each station. (4) Hard to estimate. (5) Did not make sales as anticipated this condition. Will lose on lower markets now.—S. & D.

Gilmore City, Ia.: (1) Have been short of cars. Looks like a good thing to me that we did not have plenty of them. Had there been we would have glutted the market. (2) About 40. (3) Perhaps 100. (4) Nothing. (5) No sales cancelled. Was looking for this trouble and did not make any contracts.—C. M. Edington.

Kesley, Ia.: (2) Shipped from this station 10 or 11 cars. (4) If cars could have been obtained about two dozen would have been shipped. (4) The loss by reason of not obtaining cars will amount to several hundred dollars. (5) We have had to cancel half dozen sales on account of not being able to make shipments.—Sander Ludeman.

Iowa City, Ia.: (1) We were bothered somewhat in getting cars but not very much, for the reason that we get a great many cars shipped in with goods in our line, and we simply reload these cars again. If we had to depend upon the railroad for cars as most people do, we would probably have been bothered a great deal, in fact we believe we would not have gotten half the cars we wanted.—G. Hummer Mercantile Co.

Chapmans, Neb.: (2) Fifteen cars since Dec. 1st. (3) No more. (4) Nothing. (5) No.—J. Frimann.

Big Springs, Neb.: (2) Six cars. (3) Got all cars needed. (5) No sales have been cancelled.—Frank Dorn.

Indianola, Neb.: (1) None whatever. (2) Thirteen cars. (3) None. (4) Nothing. (5) No.—W. McCalum & Co.

Marion, Neb.: (1) Have had no difficulty. (2) Have unloaded with corn. (3) No more than has been. (4) Nothing. (5) No sales have been cancelled.—Powell & Nielson.

Hazard, Neb.: (2) Twelve cars. (3) About 16. (4) \$40. (5) No sales have been cancelled.—Alfred Reinholdt & Co.

Blue Springs, Neb.: (1) Service bad on U. P., but fair on Burlington. (2) Twenty cars since Dec. 1st. (3) About 30 cars. (4) Perhaps \$200. (5) No, as I don't sell much.—Roy E. Simmons.

Gladstone, Neb.: This station hasn't lost any grain and hasn't cancelled any orders. Cars were very hard to get. There has not been a big movement in grain here. Only about half as much as last year. There are plenty of cars now.—A. C. Bonawitz.

Berlin, Neb.: (1) We are greatly annoyed by the car famine. There is not much corn on the ground here at present. The good roads have gone without the farmers being able to move grain by reason of scarcity of cars. (2) 18 cars have been loaded since Dec. 1st. (3) Perhaps fifty. (4) \$500. (5) Yes. Some orders have been cancelled.—W. H. Irland.

Harbine, Neb.: In regard to the car situation at this station will say that the R. I. Co. has done very well by us, and while we could have done a more satisfactory business with more cars, yet we feel that we have been taken good care of, considering the condition everywhere. Farmers are not selling corn since the holidays, owing to bad roads and reduced prices.—J. S. Hole.

Mulvane, Kan.: (2) Twelve cars. (3) Thirty cars. (4) About \$1,000. (5) Yes. Have cancelled several sales.—Nessley & Rucker.

Leon, Kan.: (2) Eight cars have been loaded. (3) About twenty-five. (4) \$500. (5) No sales have been cancelled.—Benninghoff & King.

Manhattan, Kan.: (2) About twenty. (3) No more. (4) None. (5) No. We have had what cars we needed here.—Geo. T. Fielding & Sons.

Mount Ridge, Kan.: (2) Fifty-seven cars of grain and grain products. (3) About twenty more. (4) Possibly \$200. (5) Have cancelled some sales.—Mound Ridge Mfg. Co.

Milan, Kan.: (2) Loaded 13 cars. (3) About 26 would have been loaded. (4) \$200. (5) Did not have to cancel any sales because we did not sell until we had the cars.—Geo. W. Hough.

Netawaka, Kan.: (1) We are experiencing difficulty. We have had no cars for the last three weeks. (2) Eight. (3) About forty. (4) About three hundred dollars. (5) Yes. Have cancelled some sales.—J. O. Leeth.

Newton, Kan.: (1) This is not a grain shipping point, as we buy all the good milling wheat that comes to market here and hold it for milling purposes. The same is true of four outside stations we have, the good milling wheat being sent direct to us at the mill, and only the inferior quality being disposed of, and shipped on the market. It is true, however, that we would have bought from 50,000 to 75,000 bus. more wheat if our outside stations could have secured cars to load them. (4) This car shortage has no doubt caused the grain dealers serious losses, as they were unable to get cars and get rid of their wheat while prices were better than they are now.—Newton Mfg. & Eltr. Co.

Carrollton, Mo.: (1) No car shortage here.—Stipp & Co.

Clinton, Mo.: (2) Probably 100 cars have been loaded since Dec. 1st. (3) None. (5) No orders cancelled.—Foots Bros.

Butler, Mo.: (2) About 30 among four dealers. (3) About 60. (4) About \$1,000 each. (5) Yes, several orders have been cancelled.—Peoples Elev. Co.

Arbela, Mo.: (2) Only six or eight cars of oats shipped from here this year. (3) We had no trouble to get cars as we took merchandise cars unloaded here. If we ordered one for grain we couldn't get it for a month.—Albert J. Robinson.

Janesville, Wis.: (1) Can get all the cars I want. (2) I do not know. (4) Not anything. (5) No sales have been cancelled.—E. P. Doty.

Eau Claire, Wis.: (1) Have never had trouble getting cars for grain. The only trouble has been to get cars for hay and straw.—C. H. Bergman.

Columbus, Wis.: (2) I have loaded 17 and think the mill house has loaded one of grain and probably 50 of malt. (3) Cars wanted for grain have been furnished so far as I know. (4) Nothing. (5) No sales cancelled.—Churchill & Dering.



## Supply Trade

A new grain dump factory is to be started at Minier, Ill., by J. P. Mauger.

The Kasper Oat Cleaner, Chicago, has increased its capital stock from \$2,000 to \$20,000.

J. W. Taylor will represent Sprout, Waldron & Co., in the Southwest, with headquarters at Dallas, Tex.

The prejudiced advertiser stands in his own light and often lets his shadow cover his opportunities.—Robert Frothingham.

J. A. Horn, elevator builder of Lebanon, Ind., has moved to Oklahoma City, Okla., with offices at room 11 Land Office Bldg.

The Lazier Gas Engine Co. has been incorporated at Buffalo, with a capital stock of \$50,000, to manufacture gas and gasoline engines.

The Younglove Construction Co. is sending out a mailing card on which is printed the time allowed for entertaining callers in its office.

Ever throw a pebble into a pool of water and watch the ever-widening circle of waves? Every dollar spent in advertising widens the circle of your customers.

The Grain Dealers National Mutual Fire Ins. Co., of Indianapolis, Ind., is sending out a celluloid rule on which is printed many facts regarding the company.

Gbo. J. Noth, who has represented the Invincible Grain Cleaner Co. at Chicago during the past year, took charge of the Chicago office of the S. Howes Co., Jan. 1st and will be the central states representative for the Eureka line.

The Minneapolis Steel and Machinery Co., Minneapolis, Minn., has recently opened an office at 1300 W. 11th street, Kansas City, Mo., under the management of Mr. Louis Bendit, for the sale of the Munzel Gas Engine and Suction Gas Producer.

That an order given in good faith for the purchase of machinery is not revocable after being accepted by appropriate acts evincing mutuality of purpose to perform, was recently decided by the Supreme Court of North Dakota in the suit of Nichols & Shepard Co. against Horstad.

Where plaintiff's agent, while soliciting an order for machinery, stated that the buyers could not be compelled to take certain machinery previously ordered from others, as the order had not been legally approved, such statements were mere matters of opinion, on which the buyers had no right to rely.—Nichols & Shepard Co. v. Horstad, Supreme Court of North Dakota. 109 N. W. 509.

The American Grain Purifier Co. is defendant in a suit brot by Poole & Brown, patent attorneys, to recover on a judgment for \$2,700. It is alleged that the officers of the company are selling rights on three patents for the purpose of defrauding the creditors of the company and that the company is insolvent. The United States court has been petitioned to appoint a receiver for the company.

William S. Cleveland has been given judgment by the Supreme Court of Minnesota against the John H. Rowe Lumber Co. for \$415 damages on account of fail-

ure to deliver lumber for the construction of four grain elevators at Munich and other stations in North Dakota. Mr. Rowe delivered one-half of the lumber as agreed, but on Aug. 14, 1905, repudiated the contract, and Mr. Cleveland bot the remainder in the open market at Minneapolis.

## Professor Hansen's Search for Hardy Alfalfa.

Professor Hansen, of the Department of Agriculture, who discovered the hardy alfalfa which is to be tried in North Dakota, relates an interesting story of his experiences.

During his first exploration, nine years ago, he followed the trail of Alexander the Great into the center of Asia and found that alfalfa had been grown in that part of the world from time immemorial, under conditions similar to those that exist in the semi-arid regions of the United States.

"Hence it was most important to us," he says, "and I wanted to get seed from as far north as possible. From Tashkent, the capital of Turkestan, I began an overland journey of 2,000 miles, 1,300 miles in a wagon and 700 miles in a sleigh, following alfalfa to its northern limits. I got five car loads of seed, sent them home to the department, and they were distributed over the arid and semi-arid regions to help in dry-farming. I intended to continue the investigation, seeking for the hardy legumes of central and northern Asia, but the Japanese war came on and I had to return home.

"After the war I started out again this year and went up into Lapland and through northern Sweden, tracing red clover to its northern limits and picking up some valuable short-season barleys. Then I went over into Finland and across Russia to Siberia, taking up the trail where I dropped in on my previous visit.

"I found the northern limit of clover and alfalfa marked by an irregular line crossing Siberia east and west and varying from the 62d to the 65th degree of latitude. As I went north I discovered that the blue flower alfalfa was replaced by a yellow flower alfalfa at a certain latitude. It is a pure native plant and the chief fodder for cattle in that region. I found several new species of clover as far north as the 50th degree of latitude, growing profitably on the cold, dry steppes, where the thermometer runs down to 40 degrees below zero. The seed is very scarce, but I brought home enough for a fair test.

"Nobody can say that it will succeed, but we believe it is just the thing for the cold, dry regions of our northwestern wheat-growing region, and that it will prove a profitable crop to alternate with durum wheat. It will endure any degree of cold; it will flourish with the minimum rainfall of that region, and the soil of our northern wheat belt is very similar to that which it is accustomed to in its native country. We are going to extend the alfalfa belt as far north as we can, and we hope that these seeds will prove all that we expect of them."

The National Board of Trade will meet at Washington, D. C., Jan. 14.

Denatured alcohol revenue stamps have been sent first to John H. Bonnell, collector of the Seventh Indiana revenue district, at Terre Haute, Ind.



**Cover's Dust Protector**

Rubber Protector, \$2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

**H. S. COVER**

124 Perley St., South Bend, Ind.

**DO YOU USE**

**SAMPLE ENVELOPES?**

**Try Us!**

**SECURITY ENVELOPE CO.**

**MINNEAPOLIS, MINN.**

**THE**

**KENNEDY PATENT**

**CAR LINER**

is proving the right thing in preventing loss of grain in transit.

**COST \$1.30 PER CAR**

Full description and any other information cheerfully furnished, and your trial orders will be appreciated.

**FRED W. KENNEDY**

**SHELBYVILLE, IND.**

**Gold Bricks of Speculation**

By John Hill, Jr.

A 500 page book, copiously illustrated, exposing market prognosticators, bucket shops and get-rich-quick schemes, and their methods of swindling the unsuspecting public. It has received much favorable comment from the press throughout the country and should be read by all who are desirous of avoiding throwing their money into the laps of fakers. Mr. Hill has handled the matter without gloves and gives the names of many of the illegitimate concerns. It enables the reader to distinguish between legitimate speculation and gambling and is worth its price many times over. Price, postpaid, \$2.18.

**GRAIN DEALERS JOURNAL**

255 LaSalle St., Chicago, Ill.

**COAL SALES BOOK**

**FORM 44.**

**FOR RETAIL COAL DEALERS.**

It facilitates bookkeeping, and reduces the chance of error. Practically three books in one. 1. It is the original entry of all sales made. 2. It is the original entry on the scale weights. 3. It is the Journal from which the posting is done.

It contains spaces for 6,000 loads. Each page is ruled with column headings, as follows: Date, Ledger Folio, Purchaser, Gross, Tare, Net Pounds, Price Per Ton, Amount.

This book is 8½ x 14 inches and contains 150 pages of superior ledger paper. Each page is numbered. It is well bound with best binder board, covered with cloth, has leather back and round leather corners. Price, \$1.75.

**FOR SALE BY**

**Grain Dealers Company,**

255 La Salle St. CHICAGO, ILL.

## Liability of Bank Discounting Draft with Shipper's Order B/L.

The courts of many states have adopted the pernicious theory that when a bank buys or discounts a draft it becomes the owner of the commodity represented by the B/L and is responsible for the performance of the seller's contract as to quantity, quality and delivery to the buyer.

Carried to its logical conclusion this theory would place so great a burden on the banks that in self protection they would be forced to cease the handling of drafts with a shipper's order B/L as security, and the grain trade would be deprived of this most valuable method of settling for grain sold.

It is gratifying to find that in the most recent decision on this point the Supreme Court of Tennessee has reversed this doctrine, placing on the buyer the burden of investigating the character of the seller, as well as requiring the seller to be the sole guarantor of the performance of his contract.

### HAY NOT OF CONTRACT GRADE.

Lewis Leonhardt & Co., of Knoxville, Tenn., bot of W. H. Small & Co., of Evansville, Ind., no carloads of No. 1 timothy hay at \$15 per ton f. o. b. cars at Knoxville. W. H. Small & Co. shipped to cars timothy hay to Knoxville on Bs/L issued to their own order. They drew sight drafts on Lewis Leonhardt & Co., payable to themselves, and attached one of the Bs/L to each of the drafts. All of the drafts were sold to the Citizens National Bank of Evansville, Ind., for full value, and in the due course of trade these drafts were sold to the Fourth National Bank of Cincinnati and by it to the Mechanics National Bank of Knoxville, Tenn., for full value. The last named bank presented the drafts to Lewis Leonhardt & Co., who accepted and paid them all.

When the hay was unloaded it was discovered that it was not No. 1 timothy hay, and that it was worth \$300 less than the hay they had contracted to buy. Thereupon they brot suit against W. H. Small & Co. and attached the money they had paid the Mechanics National, charging that the money belonged to W. H. Small & Co., and that all of the banks as well as Small & Co. were liable to them for the breach of contract by Small & Co. to ship them No. 1 timothy hay.

The chancery court and the court of chancery appeals both rendered decrees against the banks for \$300 damages and costs, and this judgment has recently been reversed by the Supreme Court of Tennessee.

In reversing the judgment of the lower courts Judge Wilkes of the Supreme Court referred to numerous decisions bearing directly on the case. He said:

#### DECISIONS DECLARING BANK LIABLE.

Complainants' contention is supported by the cases of *Landa v. Latin Bros.*, 19 Tex. Civ. App. 246; *Finch v. Gregg*, 126 N. C. 176; *J. C. Haas & Co. v. Citizens National Bank*, 39 South. 129; and *Searles v. Smith Grain Co.* (Miss.), 32 South. 287.

The case of *Finch v. Gregg*, 126 N. C. 176, 35 S. E. 251, 49 L. R. A. 879, did not meet the approval of the annotators of that valuable set of reports, and many cases are cited to show that the rule laid down in the case is unsound and out of line with the great weight of authority, and he concludes his notes and criticism as follows:

"From the cases, all of which hold that after a draft attached to a B/L is accepted the consignee becomes absolutely liable on the acceptance, and that after payment

thereon is made he cannot recover it back, notwithstanding the failure of consideration between him and the drawer, it would seem that the decision in the main case, and in *Landa v. Latin Bros.*, 19 Tex. Civ. App. 246, were based on a wrong principle, and that, if the right principle had been considered, the decisions must have been different.

The American & English Encyclopedia of Law, citing many cases in support thereof, lays down the true rule in these words:

"The payee of a bill of exchange occupies in relation to the acceptor the position of a bona fide holder, and, therefore, between the payee and acceptor, no want, failure, or other defect of consideration existing between the drawer and the acceptor, can be shown.

"And this is true although the drawee has been induced to accept the bill by means of a fraud, such as attaching thereto a forged or fraudulently altered security or B/L." See 4 Am. & Eng. Encyc. of Law (2d Ed.) 198, 199, and authorities there cited.

In the case of *Christian J. Hoffman et al. v. National City Bank of Milwaukee*, 12 Wall. (U. S.) 130, 20 L. Ed. 388, the Supreme Court of the United States, speaking upon this subject, said:

"Where bills of exchange were drawn, accompanied with forged Bs/L, and were discounted by a bank, and subsequently accepted and paid by the acceptors, they cannot recover back from the bank the money paid by them, on the ground of the forgery of the Bs/L, of which the bank was ignorant at the time of their discount.

"Proof that the Bs/L were forgeries could not operate to discharge the liability of the acceptor, for the amount is due the payees or their indorsees, where the payees were ignorant holders, having paid value for the same in the usual course of business.

"It is immaterial, in that regard, whether the bills were accepted while in the hands of the drawer and at his request, or whether they had passed into the hands of the payee before acceptance, and were accepted at his request."

In the case of *Goetz v. Bank of Kansas City*, 119 U. S. 551, 7 Sup. Ct. 318, 30 L. Ed. 515, a bank discounted several drafts with Bs/L attached. The consignees after accepting and paying several of the drafts, discovered that the Bs/L were forged, whereupon he refused to pay one draft which he had accepted, and sued to recover the amount of the drafts which he had paid. The court held that the bank did not, by discounting the drafts or by indorsing the invoices accompanying the Bs/L "for collection," guarantee the genuineness of the Bs/L, and that its right to recover on the acceptances was not defeated by the mere failure to inquire into the consideration of the drafts because of rumors or general reputation as to the bad character of the drawer. Speaking directly upon the question involved in the case at bar, the Supreme Court of the United States said:

"A bank in discounting commercial paper does not guarantee the genuineness of a document attached to it as collateral security. Bs/L attached to drafts drawn as in the present case are merely security for the payment of the drafts. The indorsement by the bank on the invoices accompanying some of the bills 'for collection' created no responsibility on the part of the bank; it implied no guaranty that the Bs/L were genuine; it imparted nothing more than that the goods, which the Bs/L stated had been shipped, were to be held for the payment of the drafts, if the drafts were not paid by the drawees, and that the bank transferred them only for that purpose. If the drafts should be paid, the drawees were to take the goods. To hold such indorsement to be a warranty would create great embarrassment in the use of Bs/L as collateral to commercial paper against which they are drawn." 119 U. S. 555, 556, 7 Sup. Ct. 320.

#### BANK DECLARED NOT LIABLE.

The latest case upon the subject is that of *Tolson & Stepan Co. v. Anglo-California Bank*, by the Supreme Court of Iowa. This case repudiates the doctrine laid down in the cases of *Landa v. Latin Bros.*, and *Finch v. Gregg*, relied upon by the complainants in the case at bar, and reaffirms the long-established doctrine insisted upon by defendants. The facts in the Iowa case are almost identical with the facts in the case at bar, and in discussing the Texas and North Carolina cases, the Supreme Court of Iowa said:

"These decisions proceed upon the theory that an assignee stands in all respects in the shoes of the assignor, and to this broad doctrine we cannot agree. While the rights of such an assignee are to be meas-

ured by those of the assignor, his liability is not necessarily the same.

"The rule of the *Landa* Case is founded on the fact that the transfer of the draft and B/L to the bank amounted to a sale of the goods, and that the bank as a purchaser undertook to deliver the goods and carry out the canneries company's contract with plaintiff, and because of these facts it necessarily assumed the contract of warranty, although it may have been in fact ignorant that any warranty was made. We do not think, even as the proposition is thus stated, the premises justify the conclusion; but the premises are not correct. The transaction between the canneries company and defendant was not, and could not be, a sale of the goods, for they had already been sold to plaintiff, and it was the intention of all parties that such sale to plaintiff should be consummated by delivery. What was in fact done by the assignment of the draft and B/L was to transfer to the bank the canneries company's right to the price, and to give it the possession of the goods as security. Manifestly, while the bank could collect no more than its assignor could have been entitled to the character of its engagement was not such as to impose upon it any liability to the buyer which it did not expressly assume. . . .

"The two cases cited stand alone in holding the purchaser of a draft with B/L attached liable on a warranty made by the assignor, and the line of reasoning pursued in reaching this conclusion is in variance with well-established principles of law that we decline to accept the rule they announce.

"If there is any liability on defendant's part to plaintiff, it must be on the ground that it has received money which it cannot equitably retain. The canneries company could have collected only the price of the goods, less the damages for breach of warranty. More than this has been paid to defendant. If plaintiff has any standing here, it is to recover this excess paid, on the theory just stated. But the draft given the bank was negotiable, and it is a well-established rule of law that, after the holder of a negotiable draft with B/L attached has secured an acceptance of such draft from the drawee and consignee, he is unaffected by any equities originally existing between such consignee and the seller of the goods. In such a case the liability of the drawee is fixed to the payee. *Arplin v. Owens*, 140 Mass. 144; *Flournoy v. First Nat. Bank*, 78 Ga. 222; *Nowak v. Excelsior Stone Co.*, 78 Ill. 307; *Law v. Brinker*, 6 Colo. 555; *Hays v. Hathorn*, 74 N. Y. 486; *Shafer v. Bronenberg*, 42 Ind. 89; *Randolph, Com. Paper*, 1876."

"It is said in the first of these cases: 'The payee of an accepted bill holds the same relation to the acceptor that an indorsee of a note holds to the maker.' Under this rule, the plaintiff, after an acceptance of the draft, could not have set up against the bank any claim for breach or warranty made by the canneries company, and, if it is the effect of an acceptance, it certainly is of a payment."

"There was no matter of mutual mistake in this transaction between plaintiff and defendant. The latter had a right, as against the canneries company, to collect the full amount due on the draft from the drawee. The mistake, if any, was as to a matter between plaintiff and the drawer of the draft." 84 N. W. 930.

In the cases relied upon by the complainants and followed by the Court of Chancery Appeals, the courts of the states of Texas, North Carolina, and Alabama failed to recognize and apply the well-settled principles of commercial law laid down in the foregoing authorities. They erroneously assumed that the purchase of a draft with B/L attached was a purchase of the goods represented by the B/L, and that a presentation of the draft for payment was a contract by the bank to sell the goods to the drawee, when, as a matter of fact, the goods had already been sold by the drawer to the drawee, and, as a matter of law, the B/L and goods only passed as collateral security for the draft, which was the only thing the bank bought.

Furthermore, the rule laid down by the Supreme Court of the United States in the case of *Goetz v. Bank of Kansas City*, supra, is necessarily the law in the case at bar, for another reason than that given in the foregoing authorities. If the sale of the drafts was in fact a sale outright of the Bs/L and in legal effect a sale of the hay to the defendant Banks, as held in the case of *Landa v. Latin Bros.*, and in *Finch v. Gregg*, then the entire transaction was ultra vires, and no obligation arising therefrom could be enforced against the banks. National banks may take personal property as security for loans, or as



security for bills of exchange purchased by them, but national banks have no power whatever to deal in merchandise of any kind, or in stocks or bonds. Section 518, Rev. St. U. S. [U. S. Comp. St. 1901, p. 345]; Bank v. Kennedy, 167 U. S. 365; Bank v. Hawkins, 174 U. S. 365.

The complainants are insisting that the banks by purchasing the drafts with the Bs/L attached, agreed in turn to sell to the complainants 10 car loads of No. 1 timothy hay, and that each of the banks have in turn breached the contract of sale by delivering an inferior grade of hay, and complainants are seeking to recover damages for the breach of the contracts. Hence this suit is obviously for the enforcement of the ultra vires contracts alleged to have been made by the banks.

It was expressly held in the federal cases above cited, and has been held by this court in the case of Marble Co. v. Harvey, 92 Tenn. 115, that no suit can be maintained by either party in the furtherance or affirmation of an ultra vires contract—not even by a party who has fully executed the contract on his part. "Such illegal contracts," say the courts, "create no estoppel upon either party."

It is a fact of common knowledge that a large part of the commercial business of the country is carried on through the medium of drafts, and that the immense crops of the south and west are marketed under contracts to draw for the purchase price with Bs/L attached. If the courts shall adopt the rule insisted upon by the complainants, and enforced by the decree of the Court of Chancery Appeals, it will result in destroying this convenient method of handling, moving, and paying for the crops of the country, for the banks will necessarily be compelled to refuse to buy drafts with Bs/L attached, or to handle them as collateral security or otherwise. Banks have neither the time nor the facilities to investigate the genuineness of Bs/L, or the contracts made between their customers with parties residing in other states, and to hold them responsible for the frauds and mistakes of shippers would utterly destroy the negotiability of drafts with Bs/L attached.

The case of Haas v. Citizens' Bank, supra, has also been adversely commented on by the annotators of the L. R. A. reports, in an exhaustive note, citing many authorities.

With all due deference to the ability and standing of the courts of Alabama, Texas, and North Carolina, which have been cited and relied upon, we are of opinion that the rule which they announce is unsound and contrary to the otherwise unbroken weight of authority.

They proceed upon the incorrect theory that the B/L so vests the property in the indorsing bank that they are substituted to all the liabilities of the original drawer, and are the absolute owners of the property, while the true rule is that the indorsing banks hold the Bs/L simply as collateral to secure the drafts drawn against them, but they are not the guarantors of the quantity or quality of the goods shipped under the B/L. That is a matter between the drawer and drawee.

There is nothing in this holding contrary to the case of Ochs v. Price, 6 Heisk. (Tenn.) 484, 488, nor National Bank v. Merchants' Bank, 91 U. S. 92, 98, 23 L. Ed. 208.

It is insisted for complainants that all but three of these drafts would be guaranteed by the Evansville bank, which cashed them first and took the Bs/L, with this indorsement:

"This bank hereby notifies all concerned that it is not responsible, either as principal or agent for the quantity, quality or delivery of the goods covered by the Bs/L attached to this draft. [Signed] Citizens' National Bank."

And the argument is made that, because three of the drafts were not thus indorsed, it was the intention of the parties that, as to these three drafts, a different rule should apply; and that the holders or purchasers of these drafts would be guarantors of quality, quantity, and delivery; and that, inferentially at least, the bank omitting to thus indorse the three drafts impliedly said: "We will be responsible for defects in the hay covered by these three drafts, but not that covered by the other drafts."

We think that this contention is not sound.

The indorsement was surplusage, and under it the bank was in no better condition than if it had not been made.

We cannot infer that the bank intended to render itself liable for the three drafts by failing to stamp the restrictive indorsement on them. For all we can know, they were overlooked. But, however that may be, they were put in circulation without any agreement or contract that a pur-

chaser would be liable for the goods, and we must give them the same status as any other draft of like character.

We are of opinion that there are errors in the decrees of the chancellor and of the Court of Chancery Appeals, and they are reversed, at complainants' cost.

Proper decree will be entered disposing of the fund attached, if still held—96 S. W. 1051.

## Discount Because of Missing Grade.

*Grain Dealers Journal:* Referring to my letter relating to details of a specific complaint involving the question mentioned above, would say that the consensus of opinion received indicated that the discount should have been 10¢ per bu. and not 1½¢ as charged the shipper, and it was practically the unanimous opinion that the track bidder had no right under the terms of his postal card contract to charge the shipper with the switching and demurrage charges.

I submitted the above statement of opinions to the track bidder in the case, and he has complied with the prevailing opinion by making settlement with the shipper and refunding to him the overcharge in discount and the switching and demurrage charges amounting to \$8.03.

The general letters received from shippers and many terminal dealers suggest the following general plan of dealing with the question of applying missing grades on contract, to wit:

That the track bidder notify the shipper by wire, or if consistent, by letter, of grain missing grade stating the discount at which the same will be applied on contract. If shipper considers the discount too much he may order the car turned over to a commission house to be sold by sample without delay. If term of shipment has not expired, he may ship another car to apply on the contract, or he may instruct his commission merchant to buy in a car of the grade sold for his account and deliver same to the track bidder, thus fulfilling the contract, and in doing this the commission merchant should act for the best interest of shipper by securing the lowest priced grain of the grade required to apply on the sale to the track bidder.

The "track bidders" generally contend that the "market difference" is the actual difference between the market value of the identical grain missing grade and the value of the grade required by the contract. The question arises, How is the track bidder to determine the market value and apply the same on the contract in a manner that will be safeguarded in the interest of the shipper?

The only manner to positively determine the value is to sell the grain on the market and this would relieve the track bidder of the possession of the grain and prevent him from delivering same on his contracts or in his elevator. Thus the custom has been established that the discount is arbitrarily fixed by the track bidder without the supervision or control of the Board of Trade.

The Postal Card Track Bid is a private contract and it devolves upon the shipper to have a thorough understanding with the track bidder regarding the technical terms expressed in each postal card bid.—Yours truly, Geo. A. Wells, Secy., Des Moines, Ia.

Barn builders who by low bids get contracts to build elevators do not long remain in the business before the notoriety of their many botched jobs robs them of their "reputation."

## Grain Dealers' Scale Tickets.

BOOK NO. 51.

This scale book contains 100 pages 8x11½ inches. Each page contains 5 scale tickets and 5 stubs, giving the book a capacity of 500 loads of grain. Each scale ticket is ruled for Number, Date, Load of, From, To, Gross, Tare and Net pounds, Net bushels and pounds, Dollars and Cents, Due to or order and Weigher. While the stub is ruled for Hauler, Load of, Number, From, To, Weighed, Date, Gross, Tare and Net pounds, Net.... bushels.... pounds, Price, Dollars and Cents.

It is printed on manila paper bound in heavy board covers and pages are perforated so that tickets can be removed from book quickly and without tearing them.

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GRAIN DEALERS COMPANY

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## WAGON LOAD GRAIN TABLES

Eleventh Edition

Clark's Grain Tables for reducing wagon load weights to bushels are designed to facilitate the work of country grain buyers in reducing pounds to bushels, and in checking such reductions, as well as to prevent and detect errors in work of this character.

It contains fifteen grain tables and a freight table and is printed from heavy faced type in two colors on 100 pound manila stock, is well bound in heavy manila covers, reinforced at back with cloth. It has a string loop attached so it can be hung up beside the scale beam.

Each grain table gives reductions from 100 to 4,090 pounds, is complete on one page and so arranged as to show the number of bushels and the fractions in any weight on ten pound or less.

The tables show the following reductions: Oats at 32 lbs., 38 lbs., and 35 lbs. Timothy Seed, 45 lbs. Barley, Hungarian Grass Seed and Corn Meal at 48 lbs. Shelled Corn, Rye and Flax Seed at 56 lbs. Wheat, Clover Seed, Beans, Peas and Potatoes at 60 lbs. Wheat, 60 lbs., with 1, 2, 3 and 5 lbs. dockage. Ear Corn at 70 lbs., 72 lbs., 75 lbs. and 80 lbs. per bu. Freight table shows rate per bushel at 60, 65, 48 and 92 lbs. per bu. when the rate per 100 lbs. is 1 to 30½ cents, in ½ cent rises.

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## SHIPPERS' RECORD BOOK NO. 20

is designed to facilitate the book-keeping of grain shippers, and to minimize the labor of keeping a complete record of each car shipped. The book is 9½x12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors and the column headings clearly printed. Spaces are provided for records of 2,900 car loads. At top of left-hand page, in bold-faced type, are the words, "IN ACCOUNT WITH," and at top of facing page is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance.

Wide columns are provided for recording these facts under the respective heads. Price, \$1.75. Address

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255 La Salle St., CHICAGO, ILL. (

## Grain Carriers

The car famine does not spell a railroad dividend famine.

A branch 20 miles in length is being built between Lincoln and Milford, Neb., by the C., B. & Q.

The embargo on the shipment of grain from Oklahoma to Texas has been lifted by the Rock Island system.

Grain boats are running later than ever before on the Illinois River, owing to the mildness of the early winter.

The rate on wheat and flour from Puget Sound to Shanghai, China, has been reduced from \$5 to \$4 per ton.

Private rebates to shippers in England were abolished Jan. 1 in an agreement signed by all the chairmen of railways.

Orders for cars at the close of the year are said to have been made by the Pennsylvania for 2,000 and by the Erie for 7,000.

Switching charges, when additional to the regular thru tariffs, are attacked by the American Shippers Ass'n, in a recent bulletin.

Track has been laid on 23 miles between Conde and Northville, S. D., on the new branch of the M. & St. L. R. R. to Lebeau.

Regulations compelling railroads to supply cars promptly to shippers are being considered by the railroad commission of Florida.

The steamer Enterprise, with wheat and flour consigned by the Waterville Milling Co. for Seattle, sank recently in the Columbia River.

Immediate enlargement of the Welland Canal is to be requested by the commercial organizations of the Dominion in a petition to the cabinet ministers.

That railroads must charge no more for shipments than the rate over the shortest route is the decision given Dec. 28 by the Wisconsin Railroad Commission.

With the abolition of railroad passes on Jan. 1, the legislative halls of the United States for the first time in their history are free from this petty bribe to unfaithful public servants.

Refusal of railroads to permit reconsignment has absolutely no warrant in the new rate law, neither does the new law forbid the issuance of thru Bs/L when demanded by shippers.

The Lake Superior Southern Ry. Co., of which M. C. Phillips of Oshkosh, Wis., is pres., is to build 200 miles of road from Huron Bay south thru Champion, Mich., Oshkosh and Madison.

Oklahoma shippers petitioned Pres. Roosevelt Jan. 1 to appoint a receiver for the Rock Island system, alleging inability of the railroad to handle the freight offered for transportation.

The railroad commission and the carriers of Kansas have agreed to drop the suits against the roads for reductions in rates, the roads promising an immediate reduction on grain and coal.

The U. S. board of engineers has just reported to the rivers and harbors committee that the 14-ft. waterway to the Gulf is impracticable. Instead an 8-ft. channel is suggested between Chicago and St. Louis. South of Cairo to New Orleans the engineers declare the cost of

the 14-ft. channel would be enormous, and its construction impracticable.

The International Waterways Commission on Jan. 4 completed and forwarded its report on lake levels to the Canadian and United States governments.

The prospects of the ship subsidy passing congress are said to have been clouded by the Interstate Commerce Commission's late hearings on the Harriman combination, which would be one of the beneficiaries.

Import rates were abolished with the new year by the trunk line ass'n. In the schedules filed only 15 commodities were given the benefit of import rates, and these have been advanced from 10 to 15 per cent.

Commissioners Prouty and Lane will soon begin a hearing at Spokane, Wash., affecting all rates east; after which the former will visit the Southwest to investigate grain rates from Kansas points to Galveston.

Earnings of the Pennsylvania eastern lines, 3,700 miles, increased from \$134,000,000 in 1905 to \$150,000,000 in 1906. The profits of shippers have decreased correspondingly thru lack of cars and delay in transit.

For the sinking of the barge Huron with 37,500 bus. of wheat thru the negligence of the R. & O. Navigation Co., the Northern Elevator Co. and the Ogilvie Flour Mills Co. have brot suit to recover \$22,606 damages.

Senator Burrows of Michigan has introduced a bill in congress to have the words "order of" prominently printed on every B/L and providing that such order B/L shall be transferable by indorsement and delivery.

A readjustment of rates to the Carolinas and the southeast has been sought by the grain dealers of St. Louis, Nashville, Evansville, Cairo, Henderson and Memphis, at recent conferences with railroad officials at Memphis and St. Louis.

E. L. Rogers & Co., of Philadelphia, have filed complaint with the Interstate Commerce Commission against the Reading Ry. for its unjust embargo on hay and straw, asking \$10,000 damages, and an order that the embargo be discontinued.

The Minnesota Shippers & Receivers Ass'n has petitioned the Interstate Commerce Commission to abolish the demurrage charges of the Great Northern, Northern Pacific and Soo roads, or that the railroads be required to pay reciprocal demurrage.

The U. S. district court has sustained the order of the Interstate Commerce Commission reducing the grain rates from St. Louis and Cairo to Tupelo and other points in Mississippi. An injunction was granted against the railroad, prohibiting the unreasonable rates.

Senator La Follette has introduced two bills into congress, one providing for the valuation of all railroad property and comparison with stock issues for the basis of rate making, and the other providing for absolute control of the services of railroads by the Interstate Commerce Commission.

The sentiment in favor of some sort of a reciprocal demurrage law, seems to be unusually strong in the northwest. Not a few outside millers, who a year ago helped the railroads to oppose such a measure, now declare that they will support legislation of that character. They urge that the railroads have failed to rise to the occasion and have treated shippers with so much indifference and lack of

common sense, that a law regulating the demurrage question, is now imperative.—*Northwestern Miller.*

Robert L. Michie, dealer in grain and feed at West Roxbury, Mass., has brot suit against the N. Y., N. H. & H. R. R. Co., alleging discrimination in demurrage charges. He is allowed only 96 hours free time, while at Charlestown the B. & M. R. R. allows 10 days.

Statistics of cars ordered by the railroads during 1906, as compiled by the *Railway Age* show fewer cars ordered during 1906 than during the preceding year. Last year the roads ordered the construction of 310,805 cars, against 341,315 ordered during 1905.

Traffic thru the Sault Ste. Marie Canals the season just closed aggregated 51,751,000 tons, against 44,480,000 tons in 1905. Of this 84,271,000 bus. was wheat and 54,343,000 bus. other grains, an increase over 1905 of 23 per cent in wheat and 39 per cent in other grains.

The right of the Mississippi Railroad Commission to fix a flat rate of 3½¢ per mile per 100 lbs., on carload lots of grain from Vicksburg to Meridian, was sustained by the United States Supreme Court recently on an appeal from the decision of the state supreme court.

The first decision by the Interstate Commerce Commission under the new rate law was given Jan. 2 against the Pennsylvania road. The Commission held that a rate of \$3.80 on brick between certain points was unjust and awarded the shipper reparation at \$2.75 per ton.

The Illinois Central recently issued an order refusing to accept grain for shipment off its own lines. Barley is excepted from this order and agents will recognize instructions for the reconsignment of barley. The natural route of much of the grain originating on the Illinois Central is off its lines, so that in times of car shortage like the present, when connecting lines fail to return cars, the Illinois Central soon finds itself hard pressed for equipment. The company now has 10,000 fewer foreign cars than other lines have of Illinois Central cars.

New car service rules have been adopted by the southeastern roads, providing that demurrage charges shall begin after the expiration of 48 hours from the first 7 a. m. or 12 noon following notice of arrival. If cars are consigned to public team tracks or private sidings demurrage shall begin 48 hours after the first 7 a. m. or 12 noon following placing, but if the cars are held for orders or for payment of freight charges, the time consumed between arrival and ordering and between placing and releasing must be added together and charged to the consignee.

At the common law there is no duty imposed upon railroads to carry freight beyond their own lines, or to furnish cars to any connecting road so to do. *Central Stockyards Company v. Louisville & Nashville Railroad Company*, 118 Fed. 113, 55 C. C. A. 63, and the cases there cited. The basic principle running through the custom, where it exists, is that the interchanging roads will receive from each other approximately the same number of cars, and with this in view the remuneration is fixed more as a matter of book-keeping than of rental, and it must not be forgotten that this custom is based upon the right of each road to keep its own cars within its termini whenever its interest demands this to be done. It leaves each carrier free to refuse to deliver its cars to any road whose business



does not supply in exchange an equal number of cars which it receives. In other words, each road has the power of protecting itself, and keeping its own property when it desires so to do.—Judge Settle of the Court of Appeals of Kentucky.

In reporting the shortage of cars for shipment of grain into Switzerland the American consul at Basel says: The Italian railways hold back in a quite unauthorized manner thousands of freight cars of foreign origin and use them exclusively for internal traffic. Of 325 cars which the Gothard road recently lent the Italian lines for the especial purpose of bringing grain from Genoa to Switzerland not a single one has been returned. And the longer the trouble lasts the worse it becomes. A few days ago the Zurich Produce Exchange found that the existing stock of grain in Switzerland is sufficient for 27 days.

Governor Hughes of New York in his message to the legislature Jan. 2 said: For want of proper means for the regulation of the operations of railroad corporations pernicious favoritism has been practised. Congress has legislated upon the subject with reference to interstate commerce. But domestic commerce must be regulated by the state, and the state should exercise its power to secure impartial treatment to shippers and the maintenance of reasonable rates. There is also need of regulation and strict supervision. The most practicable way of attaining these ends is for the legislature to confer proper power upon a subordinate administrative body.

In its annual report made to Congress Dec. 19 the Interstate Commerce Commission says: Whatever the cause or however difficult to fix responsibility, the unquestioned fact is that the railroads cannot or do not move the entire volume of traffic offered, and that shippers are suffering to a degree almost unbearable in many cases because they cannot get transportation for their traffic. The Commission is without authority under existing law to deal effectively with this condition. The regulating power of Congress has not been exercised to control the physical operations of interstate railroads, aside from the safety-appliance requirements, either as respects the movement of trains or the supply of equipment.

Methods of Ascertaining the Cost of Transportation was the subject of an address by John B. Daish before the American Ass'n for the Advancement of Science at New York, Dec. 27, in which he reviewed the methods of the courts and the state railroad commissions and declared them all to be incorrect. In conclusion Mr. Daish said: The assumption that the future quantity of traffic will remain the same; that the average haul of both inter and intrastate traffic will not be materially different; that operating expenses for a particular year are reasonable; what shall constitute fair valuation of the carrier's property, the amount of tonnage it will transport, the fair rate of return, the arbitrary rule that all parts of the road cost the same to operate per unit; the equally arbitrary rule that the rate of return ought to be the same for all roads and branches of roads; that the unit of per ton-mile is a safe and equitable one; that any unit ought to apply to the 8,000 articles in numerous classes; that terminal expenses are the same for all commodities; that the haul on interstate traffic costs the same as on local traffic,

and finally, but by no means unimportant, that the carrier will give us correct figures, heretofore made, may or may not be true. Until proven correct we cannot hope to ascertain to a mathematical certainty the cost of transportation to the carrier by any of the methods considered, or one hereafter to be devised.

The Missouri Pacific Railroad has appealed to the United States Supreme Court from the decision of the Supreme Court of Kansas in the suit by the Larabee Flour Mills of Stafford, Kan., to compel the handling of cars on the switches to the mill. In his syllabus Judge Burch said: A common carrier has no right to discontinue switching cars for a shipper on account of his refusal to pay bills for car service when the detention for which the charges were assessed was occasioned as much by the fault of the carrier as by the fault of the shipper. A rule or order obliging a shipper to pay car service charges, whether just or unjust, with no redress but to submit a claim for the return of his money to the manager of the car service association promulgating the requirement, is not reasonable.

During the past year railway construction in the United States has proceeded on a larger scale than for eighteen years past. Since Jan. 1 last 6,067 miles of track have been laid on 388 lines in 44 states. The completed mileage for the year in the extreme northwest is small considering the vast amount of construction which is under way in that section of the country. But work on many of the important lines under contract has been largely of a preliminary nature and the tracklaying stage has not yet been reached. Altho 2,280 miles of new road were completed during the past year in the northwestern states and the Pacific states, larger increase may be expected during the coming year. In addition to the 363 miles of track laid during the past twelve months in Washington, Oregon and Idaho, there are over 1,700 miles of new line under contract in those three states and preparations are being made to start work on several other important enterprises.—*Railway Age*.

## Imports and Exports of the Philippine Islands.

Philippine imports of breadstuffs during the crop year prior to July 1 were 97,008 bus. of oats and 195,866 bbls. of wheat flour; compared with 121,164 bus. of oats and 168,319 bbls. of wheat flour for the 12 months preceding.

Hay imports for the 12 months prior to July 1 were 2,070 tons; compared with 4,339 tons for the corresponding period of 1904-5.

Rice imports during the 12 months were 304,351,232 lbs., compared with 563,282,346 lbs. for the preceding crop year.

Imports of beans and peas for the 12 months were 41,242 bus.; compared with 47,282 bus. for the preceding 12 months.

Exports of hemp during the 12 months were 110,399 tons; compared with 128,564 tons for the 12 months prior to July 1, 1905, as reported by the War Department.

From an examination of 4,000 speculative accounts, extending over a period of 10 years, made by Thomas Gibson, it was found that 80 per cent of the accounts showed a final loss. The percentage of profitable accounts probably is as large for speculators as for successful ventures into trade or merchandising.

# How Much Do You Lose

thru errors in computing the value or quantity of grain received or shipped?

By using Clark's Decimal Grain Values you will prevent these errors and avoid losses. In fact the use of these tables will frequently pay large dividends on the investment, besides saving the time and labor usually taken to make the erroneous calculations.

All you have to do is to determine the weight, then turn to the page giving values at the price agreed upon, and in the price column on the same line with the weight in the "pounds" column will be found the correct value.

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## Supreme Court Decisions

**The Consignee of goods** has such an interest therein as entitle him to sue the carrier for their loss.—*Texas & P. Ry. Co. v. Turner*. Court of Civil Appeals of Texas. 97 S. W. 509.

**Growing Crop.**—Unharvested crops on the land of a decedent at the time of his death go to the administrator as assets of the estate, especially where the crops are on a leasehold.—*Ring v. Lund*. Supreme Court of Iowa. 109 N. W. 710.

The word "crop" in its broadest significance means the products of the soil which are grown and raised annually, and gathered during a single season.—*State Mutual Ins. Co. v. Clevenger*. Supreme Court of Oklahoma. 87 Pac. 583.

Where a telegraph company was guilty of delay in delivering a message, there was a breach of contract for which the sender was entitled to recover the tolls paid for the message, though he was not otherwise damaged.—*Klopf v. Western Union Tel. Co.* Court of Civil Appeals of Texas. 97 S. W. 829.

**Sale by Sample.**—The exhibition of a sample to the purchaser at the time of the sale does not make a sale by sample, in the absence of a showing that the parties contracted solely with reference to the sample, or that they mutually understood that the bulk of the commodity should correspond with it.—*Pascal v. Goldstein*. Supreme Court of New York, Appellate Term. 100 N. Y. Supp. 1025.

A stockbroker who purchases and carries stocks on account of a customer on margins furnished by such customer, holds the same as pledgee, and on his bankruptcy the customer is entitled to the stock on payment of the amount due thereon, or to the surplus realized from its sale by the trustee, to the exclusion of the bankrupt's creditors.—*In re Bolling*. District Court, E. D. Virginia. 147 Fed. 786.

A consignee engaged in unloading a car placed on an unloading track is on the railway premises by the invitation of the company, and he is not compelled to be on the lookout for unusual dangers but the employees of the company engaged in switching cars on the unloading track must give warning of the approach of cars.—*Lovell v. Kansas City Southern Ry. Co.* Kansas City Court of Appeals. 97 S. W. 193.

**Partnership in Speculation.**—Where plaintiff and another agreed to put up an equal amount of margin for the purpose of conducting certain speculative transactions in cotton and divide the profits equally, and plaintiff contributed \$585 on account of margin, which he later received on account of profits, the parties were partners.—*Jones v. Walker*. Supreme Court of New York, Appellate Term. 101 N. Y. Supp. 22.

**Charter Party.**—A clause in a charter party that the vessel was to guaranty insurance at lowest regular rates should not be construed to mean that the vessel itself or the owners should provide insurance for which they were to be paid the regular rates, but that the owners guaranteed that insurance on the cargo by the owners thereof was procurable at the lowest regular rates.—*Leonard v. Bosch*. Court of Chancery of New Jersey. 64 Atl. 1001.

**Sale of Business.**—A seller sold his interest in a going business in a city, including the good will thereof and all property in use and in connection therewith, and a specified sum was to be paid therefor. As a part of the transaction he executed a contract binding himself not to engage in similar business in the city for a specified term of years. Held, that the contract entered into, and became a part of, the equiv-

alent for the sum paid, and was supported by valid consideration.—*N. Y. Laundry Co. v. Schmeling*. Supreme Court of Wisconsin. 109 N. W. 540.

**Sale by Landlord.**—Where a tenant abandoned a crop, his landlord could market it and apply the proceeds to the tenant's debt to him.—*Cunningham v. Skinner*. Court of Civil Appeals of Texas. 97 S. W. 509.

**Storage Contract.**—At the conclusion of negotiations for the storage of defendant's product for a term of five years, plaintiff submitted an offer to store the same for such period at a rate much less than the lowest rate it has ever previously accepted for storage, which offer was accepted. Held, that the acceptance of plaintiff's offer constituted prima facie a contract for storage for five years.—*Robinson v. American Linseed Co.* Circuit Court, S. D. New York. 147 Fed. 835.

**Carrier's Delay.**—Where a carrier's failure to transport cotton with reasonable dispatch was caused by an excessive crop, it was not liable for the delay, where it took extraordinary steps to handle the cotton, and the shipper knew at the time it offered the cotton for shipment that, on account of the heavy traffic and large demand for cars, it could not be transported with the usual rapidity.—*Yazoo & M. V. R. Co. v. Blum*. Supreme Court of Mississippi. 42 South. 232.

**Recovery of Losses in Options.**—Where plaintiff sued for the benefit of a corporation, in which she was a stockholder, to recover losses of the corporation's funds by certain of its directors through gambling transactions in grain, the fact that plaintiff had also similarly speculated with her own money and lost did not bar her right to relief, on the theory that she did not come into equity with "clean hands."—*Hingston v. Montgomery*. Kansas City Court of Appeals, Missouri. 97 S. W. 202.

**Bill of Lading.**—Where, in an action against a carrier for failure to deliver, the B/L as described in the petition named plaintiff as the consignee, whereas the bill showed that a certain bank was the consignee, and that the bank indorsed the bill to plaintiff, any difficulty on account of the variance was obviated by an allegation of the answer admitting that defendant issued such a B/L to plaintiff.—*Starr-Hardnett & Edmiston Co. v. Missouri, Kansas & T. Ry. Co.* Kansas City Court of Appeals, Missouri. 97 S. W. 959.

**Tracing Freight.**—Civ. Code 1902, vol. 1, §§ 1710, 2176, and Laws 1903, Act. No. 1 (24 St. at Large, p. 1), requiring a carrier to trace freight shipped over it or a connecting carrier, and making the carrier liable for shipments over it and connecting lines unless it produces a receipt from a connecting carrier, and making a B/L prima facie evidence of liability for loss or damage to goods in transit, are not regulations of interstate commerce and unconstitutional.—*Skipper v. Seaboard Air Line Ry.* Supreme Court of South Carolina. 55 S. E. 454.

**Bank not Liable to Consignor.**—A principal consigned goods to a factor with power to sell or reconsign. A company reconsigned the goods to a third person, and a bank, in good faith, bought a draft drawn by the company against the new consignee, secured by a bill of lading, and took possession of the goods and retained the proceeds. Held that, if the company was empowered to reconsign the goods and draw against them, the bank was not liable to the principal.—*Smith v. Jefferson Bank*. St. Louis Court of Appeals, Missouri. 97 S. W. 247.

**Insurance.**—The Circuit Court of the Northern District of Iowa, Cedar Rapids Division, has decided in favor of the Western Assurance Co. in the suit by the American Cereal Co. to recover on a policy of \$2,500, covering machinery in Elevator D at Cedar Rapids, Ia. The property was burned Mar. 7, 1905. In the policy the Inman Mfg. Co. was insured but the loss was made payable to the American Cereal Co. When the latter brought suit the insurance

company alleged that the Inman Mfg. Co. was a party, and the court sustained the demurrer, but has granted the American Cereal Co. leave to amend its petition.—148 Fed. 78.

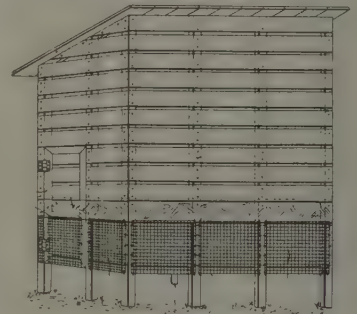
**Insurance.**—A local agent with authority to write insurance issued a fire policy on hay and grain in a warehouse. The insurer subsequently informed the agent that it was not writing hay, and requested him to take up and return the policy for cancellation immediately. Held, that the insurer's order to the agent was an order to cancel the policy immediately.—*Citizens Ins. Co. of Missouri v. Henderson Elevator Co.* Court of Appeals of Kentucky. 97 S. W. 810.

**Fire Set by Locomotive.**—Where one suing a railroad company for the destruction of his property by fire set by sparks from a locomotive establishes a prima facie case by proving that sparks from a locomotive set fire to his property, it devolves on the company to rebut the case, but the burden of proof does not shift to the company so as to require it to establish a rebuttal by a preponderance of the evidence.—*St. Louis & S. F. R. Co. v. Hooser*. Court of Civil Appeals of Texas. 97 S. W. 708.

## Rat-Proof Crib.

To protect the ear corn stored in cribs from destruction by rodents, William Branch has devised the covering shown in the engraving herewith, for which he has been granted letters patent No. 837,786.

The rodents are prevented from gnawing their way thru the wooden floor and lower sides of the crib by a covering of wire netting with mesh too small to permit their passage. The netting is placed on the joists before the flooring is placed, thus firmly securing the wires in place and economizing material and the labor of attachment.



A band of wire netting extends around the crib, in sections, closely joined to the floor netting. Above the wall netting is a band of sheet metal so smooth that it affords rats no foothold, shud any succeed in climbing the netting.

Rodents entering thru the door, when inadvertently left open, are provided with an escape thru several metal tubes depending thru the floor vertically.

## Imports and Exports of Beans.

Beans and dried peas amounting to 354,193 bus. was imported into the United States during the 10 months prior to Nov. 1; compared with 343,856 bus. for the corresponding period of 1905.

Exports of beans and dried peas amounted to 399,154 bus. of domestic and 35,105 bus. foreign growth during the 10 months prior to Nov. 1; against 325,093 bus. of domestic and 41,366 bus. foreign origin for the corresponding months of 1905 as reported by O. P. Austin, chief of the Bureau of Statistics.



## Seeking the Improvement of Iowa Oats.

The Agricultural Extension Department of the Iowa Agricultural College, of which Prof. Holden is the head, is giving three days of the "Short Course" now in session at the College to the study of oats, Prof. Bowman of the Farm Crops Department being in charge of the work.

The upper room of the Stock Judging Pavilion has been equipped and furnished especially for this work. A supply of each (Chicago) grade of oats is on hand and each student is provided with a sample of each grade, but not with the knowledge of the grade represented until after he has expressed his opinion as to the grade.

Each student is required to take one

hundred kernels of oats and separate them into three different sizes, to-wit: Small, Medium, and Large as an object lesson, showing the large number of small kernels possessing weak vitality. It will certainly surprise any one who will try this simple test, as it demonstrates very forcibly the necessity of blowing out the light and even medium kernels and planting only the heavy kernels.

After the students have worked with the samples for a time, the Professor gives a lecture by use of charts and also a demonstration of the Formaline Treatment to prevent smut, all of which is done in the most forcible manner possible to show the value of

Selecting and cleaning the seed.

Treatment with Formaline to prevent smut.

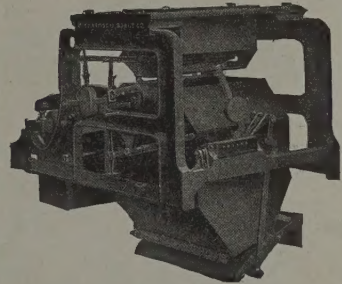
Preparation of the seed bed.

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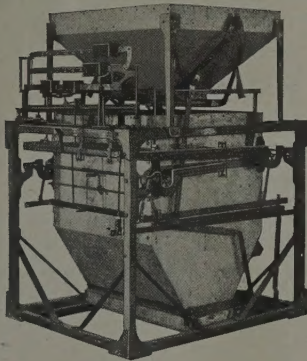
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### AFFIDAVIT

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Champaign Co., }

AMERICAN GRAIN METER

VS  
R. R. TRACK SCALES

We, the undersigned, hereby certify that on June 15th and 16th, 1906, we weighed the corn loaded into Erie cars No. 71904 and No. 107097 at the elevator of J. L. Bowler, at Bowlsville, Ohio.

The empty cars were first weighed on R. R. Track Scales, which had recently been tested. They were then loaded, the corn passing through an American Grain Meter, which automatically weighed and registered it. The loaded cars were then weighed.

The results were as follows:—

Net Weight Track Scales—50400 lbs.	Car No. 71904	Car No. 107097
Weight, American Grain Meter—50380 lbs.		50568 lbs.
		50630 lbs.

Variation . . . . .	20 lbs.	62 lbs.
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It rained on Car No. 107097 while it was being loaded and also on the track scales which would reduce the variation of 62 lbs.

*T. G. Powers*  
*Justice of the Peace for S. B. Payne & Wm. O.*  
*J. L. Bowler*

*Signed and sworn to before me this 16th day of June, 1906.*  
*M. M. Rock* Justice of the Peace  
*He and for Champaign Co.*

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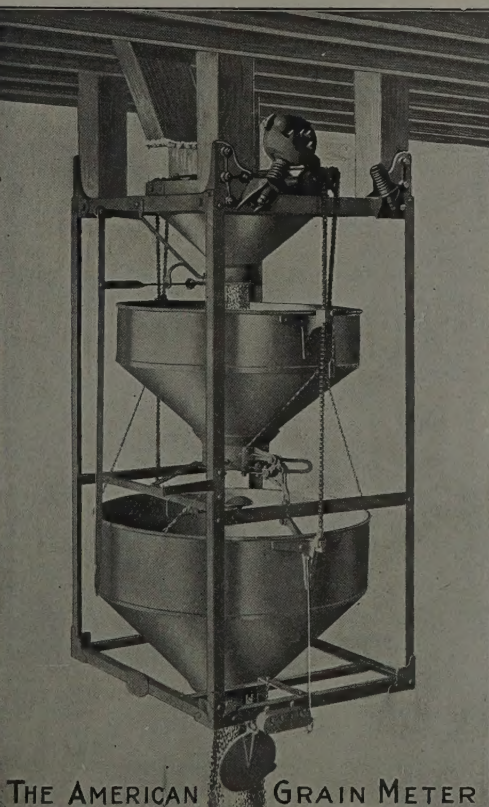
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## AMERICAN GRAIN METER CO., Springfield, Ohio

Great Western Mfg. Co., Kansas City  
Allen P. Ely & Co., . . . Omaha  
Brown & Varney, . . . Cincinnati  
Maheu & Coyle, . . . St. Louis, Mo.

J. R. Detweiler, . . . . . Chicago  
Robert Craig, . . . . . Minneapolis  
Wm. Robinson, . . . . . Des Moines  
Thos. McFeely, . . . . . Philadelphia, Pa.  
The Howe Scale Co. of Illinois, Cleveland, Ohio



THE AMERICAN GRAIN METER



## Patents Granted

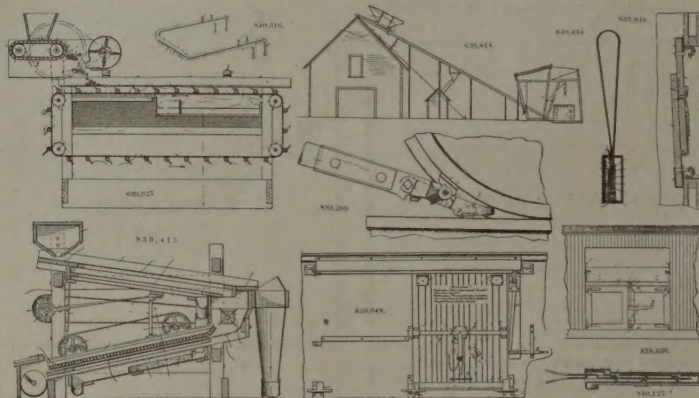
Carbureter. No. 839,707. Frank A. Biehn, Chicago, Ill.

Dust Collector. No. 838,879. Philip C. Miller, Chicago, Ill.

Gas Engine. No. 840,178. Daniel M. Tuttle, Canastota, N. Y.

Governor for Internal Combustion Engines. No. 838,754. Frederick H. Smith, Datchet, Eng.

Gasoline Engine. No. 838,926. John Walsh and Emil Swanson, Galesburg, Ill.,



assignors of  $\frac{1}{2}$  to Thos. B. Walsh, Galesburg.

Cooler for Explosive Engines. No. 839,617. Samuel S. Morton, Upper Sandusky, O., assignor to the Ohio Mfg. Co., Upper Sandusky.

Rotary Gas Engine. No. 839,300. John O. E. Krohn, Barberton, O., assignor of forty one-hundredths to Ingolf C. Kleppe, Chicago, Ill.

Grain Door for Cars. No. 838,636. (see cut.) Thos. F. Mitchell and Herman Bauman, Duluth, Minn. Two wings hinged to the sides of the door opening, open horizontally and vertically. One of the wings carries a lock engaging a horizontal bar.

Car Door. No. 839,648. (see cut.) Harry L. Rogers, Altoona, Pa. The upper end of the door is movably supported on a track, the track being pivotally mounted in a fixture to permit elevation of one end, the lower end of the door thus being raised and freed of the holding means.

Car Seal. No. 840,125. (see cut.) Lewis A. Foote, Chicago, Ill., assignor to Chicago Car Seal & Mfg. Co., Chicago. The sheet metal shackle has a fold at one end affording substantially parallel members separated by a space and extending into and secured to a casing. Embossments on the casing register with embossments on the members.

Car Starter and Mover. No. 839,209. (see cut.) Guilford D. Rowell, Appleton, Wis. A bearing block is pivoted in the forked end of a lever and has a semi-cylindrical shank concentric with its pivot. Pressing against the shank of the bearing piece is a spring confined under tension in a socket. The lever and block have stops for holding the nose of the block in working position.

Grain and Ear Corn Elevator. No. 839,814. (see cut.) Bernard Cunningham, Shannon township, Pottawatomie County, Kan. The grain is elevated by a car pulled up an inclined track. Hinged to the bottom of the car is a trap door locked closed by a spring pressed latch operated by a trip pin.

Grain Car Door. No. 839,848. (see cut.) Chas. I. Holmes and Jas. A. Boatright, Thomas, Okla. A pair of doors are connected by two-part hinges, one member of the hinge being secured to the outer face of the door at a point back of its inner edge, so that the inner edge shall overlap upon the adjacent inner wall of the car when the door is closed.

Bag Holder. No. 840,316. (see cut.) Jas. W. Gregory, Marilla, N. Y. The holder comprises parallel members hav-

ing their forward portions turned inwardly and overlapped, the overlapped portions being connected for longitudinal adjustment with respect to each other, the rearward ends of the members being turned downwardly at right angles. The bars are held in position by longitudinally spaced pins engaging perforations in the forward end portions.

Cleaning and Grading Apparatus. No. 839,925. (see cut.) James Gaynor, Grand Rapids, Wis. The grading is effected by a plurality of longitudinally parallel grading bars, the bars being conical in cross section and composed of an upper member having an angle faced bottom and a lower member having a V-shaped face adapted to rest in the angle faced bottom of the first named member. Adjustable strips are interposed between the members whereby the spaces between the bars are varied. As the material passes from the feed belt to the grading bars it is subjected to an air blast.

Car Seal. No. 840,434. (see cut.) Chas. Columbus, Spokane, Wash., assignor of  $\frac{1}{2}$  to Wm. Gagnan, Spokane. The seal comprises a closed casing having a slot in one end and a strip having one end bent upon itself with a slot longitudinally formed therein to form spaced guides, the free end of the bent portion being flared outwardly and provided with a detent near its terminal and with a longitudinal groove terminating at its inner end in an aperture, the other member of the bent portion having an aperture registering with the first mentioned aperture. A spring in the slot extends into the apertures.

Machine for Cleaning Beans and Peas. No. 839,415. (see cut.) Robt J. Owens, Minneapolis, Minn. A sieve having meshes sufficiently coarse to permit the

passage of fine material and bean or pea berries and lumps of dirt of similar size is mounted in an oscillating shoe with a second sieve beneath it having meshes fine enuf to prevent the passage of the pea or bean berries and the coarser lumps of dirt. The tail end of the second sieve discharges into a trunk, having a beater therein and a sieve leading therefrom, inclining in the opposite direction to the upper sieves. Gyrating brushes act upon the last named sieve. The fine material passing thru the second sieve drops upon a plate.

### Iowa's Oats and Corn Crops.

Secy. Wells of the Iowa Grain Dealers Ass'n writes, the reports received from our members when averaged and compiled indicate as follows,

That 66 percent of the marketable portion of the last crop of oats has now left farmers hands.

That the corn in this state under present conditions will grade as follows, to-wit: 4 percent No. 2, 57 percent No. 3, 31 percent No. 4, 8 percent No Grade.

That this year there will be 90 percent of the amount of corn fed as compared with last year.

That the average yield of corn as now reported by grain dealers shows an average of 44 bus. per acre. The Government Report gives an average yield per acre of only 39 bus., the Iowa Crop Service & Weather Bureau 41 bus., while the preliminary report given by the Grain Dealers Oct. 1st was 41½ bu. It would seem that the returns after husking showed larger yields than was expected.

The question arises as to why the grain dealers continually show larger yields than the Government and State Reports. The Government reports being especially low in some instances.

Is there any reason why grain dealers should over estimate in making crop reports?

Are they governed by the casual or voluntary talk of farmers who have large yields and naturally talk about it, while the farmer having a low yield says nothing?

Does the Grain Dealer wilfully over estimate in order to keep the price down?

Does the Government Crop Reporter deliberately discriminate against Iowa?

### Annual Report of Millers' National Insurance Co.

The 31st annual report of the Millers National Insurance Co., of Chicago, shows that the company's policies in force Jan. 1 amounted to \$55,862,820. Of this amount \$13,899,233 is on flour mills and contents, \$13,799,287 on elevators and contents, \$8,164,300 on general business. This is an increase for the year of \$4,161,090.

The total receipts for the year were \$568,784; of this amount \$511,037 was from premiums and assessments, \$49,386 from investments and \$7,769 from other sources.

The disbursements for the year amounted to \$498,840; net amount paid for loss, \$383,763; commission and brokerage, \$16,357; salaries, fees, etc., \$57,443; state, national and local taxes, \$9,538; other expenses, \$31,737.

The total cash assets of the company in bonds, stocks and cash, amount to \$1,265,123.

The net value of premium notes subject to assessment was \$3,581,205, making surplus over all liabilities \$4,429,866. During the year the company suffered 324 losses aggregating \$58,096. Of these 80 amounted to over \$1,000.

By a resolution the Board of Directors has limited the company's net cash surplus to a sum between 2 per cent minimum and 2½ per cent maximum of the amount at risk, being of the opinion that with such a surplus every policy holder will be furnished absolute security.



# Fire Insurance Companies

Established 1889

## Indiana Millers Mutual Fire Insurance Company

OF INDIANAPOLIS, IND.

### MILLS AND ELEVATORS ONLY

Purely Mutual

E. E. PERRY, Secretary

## Elevator and Grain Insurance

THE OLD RELIABLE

## Michigan Millers

MUTUAL FIRE INSURANCE CO.

of Lansing, Mich.

Assets ..... \$1,800,000  
Losses paid..... 1,500,000  
Net cash assets..... 328,000

## Millers Mutual Fire Insurance Association of Illinois, Alton, Ill.

Saved its members 55% of their rate of insurance last year, and added \$64,434.82 to its surplus. Are you one of their members? If not, you had better try them this year, and secure good insurance on your mill, elevator, grain warehouse or stock contained therein, and reduce your expense account.

Insurance in force.....\$8,987,642.00  
Face value of notes.... 1,328,540.52  
CASH ASSETS ..... 273,728.37

For full particulars address

D. R. SPARKS, Pres. A. R. McKINNEY, Sec.

## MILL OWNERS MUTUAL FIRE INSURANCE COMPANY

DES MOINES, IOWA

Insures Flour Mills, Elevators and Warehouses at actual cost.

Net Cash Assets \$218,020.94.

Losses Paid \$1,179,097.88.

Saved to Policy Holders \$1,622,157.48.

Organized 1875. J. G. SHARP, Secretary.

ORGANIZED 1883

## The Western Millers Mutual Fire Insurance Company

KANSAS CITY, MO.

CHAS. H. RIDGWAY, Secretary

SAFE INDEMNITY

Flour Mills, Elevators, Warehouses and contents,

## MILLERS' NATIONAL INSURANCE COMPANY

205 La Salle St., CHICAGO, ILL.

Chartered 1865

Insurance with a maximum of security at a minimum of cost for ELEVATORS, WAREHOUSES and CONTENTS on the Mutual Plan.

Five Year Policies (or short term policies on grain, if required.)

Semi-Annual Assessments costing about one-half Stock Company rates.

NO conflagration hazard.

Gross Assets, - - \$4,341,881.00  
Net Cash Surplus, - 759,569.00

## Insurance on Grain

with large grain values in store, excess insurance is needed only for a portion of the year. The short rates of other companies makes such short time insurance expensive. The



INDIANAPOLIS, IND.

writes short term grain insurance at a definite price per month, making a large saving. For information, write

C. A. McCOTTER, Sec'y

## Grain Shippers Mutual Fire Insurance Association of IDA GROVE, IOWA

Risks in force, Fire and Lightning.....\$5,450,000  
Risks in force, Tornado..... 1,010,000  
Admitted Ledger Assets.....\$16,478.39  
Six Months' Assessment in course of collection, over..... 25,000.00

Total Amount Assets Available for the payment of losses.....\$41,478.39

Fire and Lightning Cost for Current Year Only 80 per cent of the rate.

Tornado Cost for Past Five Years Only 50 per cent of the rate.

F. D. BABCOCK, Secy.

## TO BUY SELL RENT or LEASE an ELEVATOR

Place an ad. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL of Chicago. It will bring you quick returns, yet cost you only 15 cents per line. Try it.

## YOUR COST FOR INSURANCE

on grain elevators and contents if written with the Elevator Underwriters will be the lowest you have ever obtained.

## A Trial Policy

will convince you of the merits of this plan of insurance. For particulars address

## U. S. Epperson

Attorney and Manager

407-408-409 KEMPER BLDG.

KANSAS CITY, MO.

## Wheat Tables

On Cards

Clark's Wheat Tables for reducing wagon load weights to bushels reduce any number of pounds up to 4,000 to bushels of 60 pounds each. In addition to the regular reduction table, 4 dockage tables showing the dockage of any quantity up to 4,000 lbs., at 1, 2, 3 and 5 lb. dockage are given. Also a table for reducing any quantity of flaxseed, rye or shelled corn up to 4,000 lbs. to bushels of 56 lbs. Printed in two colors on heavy bristol board with eyelet to hang beside scale beam. These six tables will be sent, prepaid, for 50 cents.

GRAIN DEALERS CO., 255 La Salle Street, Chicago, Ill.

## Say

Let the Grain Dealers Journal Want Ads do your work.

They bring quick returns.



A J A X

Highest Quality Long Fibre Manila Transmission Rope

Strongest

Safest

and

Most

Economical



TRADE MARK

For 15  
Years  
the  
Standard  
of all  
Transmis-  
sion Rope.

A Tarred Brown Yarn Running Through The Strands.

Our Ajax Rope is made from the finest selected "Cebue" Manila Hemp, which has had all the knots, tow and other weak parts combed out of it before it is spun into yarn.

Always Uniform In Size and Quality.

Some of the largest grain elevators in the world are equipped throughout with "Ajax" drives. Ask for sample combed out to show the strength and excellence of the fibre. There is absolutely nothing better.

Send for our 48-page "AJAX" Book and our Pamphlet on Rope Transmission. Made only by

**H. Channon Company.**  
**Chicago.**

## Elevator Buckets

FOR ALL PURPOSES  
are but a lesser part  
of our extensive line of

## Elevating and Conveying Machinery

FOR USE IN

Grain Elevators

and

Flour Mills



**WEBSTER M'F'G CO.**

1075-1097 West 15th Street, CHICAGO

## YOU'LL BE ARRESTED

FOR MAINTAINING A NUISANCE  
UNLESS YOU

**ARREST**

THE DUST AT YOUR ELEVATOR.

MY COLLECTOR IS AT YOUR SERVICE.

WRITE FOR PARTICULARS.

**H. L. DAY, 1122-1126 Yale Place**  
**MINNEAPOLIS, MINN.**

## MODERN GRAIN ELEVATOR MACHINERY

Shafting,  
Pulleys,  
Sheaves,  
Sprockets,  
Jaw  
Clutches  
Friction  
Clutches.



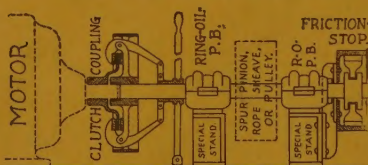
Gears,  
Hangers,  
Bearings,  
Belting,  
Car Pullers,  
Power  
Shovels,  
Rope Drive.



**Weller Mfg. Co.**

CHICAGO, ILL.

Send for our 440-page Catalog 18-A.



\*PATENTS PENDING UNITED STATES AND CANADA\*

**Evans Patent Motor Attachment**  
**For Elevating Leg Drives**

Send for Circular  
and Prices

**SCOTT F. EVANS**  
**MINNEAPOLIS - MINNESOTA**

This device can be attached to any standard motor and used with Gear-Rope or Belt Drive. It will prevent the leg from backing and choking when power is off and enables the motor to start with a full load in the leg.

Prevents Delays  
and Accidents